The Hong Kong Daily Press.

No. 9518 號八十百五千九第 日四初月六年四十光緒 HONGKONG, THURSDAY, JULY 12TH, 1888. 四拜禮 號二十月七英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

July 11, PEKING, German str., 954, Heuermann, Shanghai 7th July, General.—SIEMSSEN & Co.

July 11, FREJR, Danish steamer, 419, Lund, Haiphong 8th July, General.—ARNHOLD, KARBERG & Co.

July 11, THYRA, German steamer, 663, Jacobsen, Whampoa 11th July, General.—SIEMSSEN & Co.

July 11, PREUSSEN, German steamer, 2,879, C. Pohle, Bremen 30th May, Antwerp 2nd June, Southampton 3rd, Genoa 11th, Port Said 18th, Suez 19th, Aden 23rd, Colombo 30th, and Singapore 6th July, Mails and General.—MELCHERS & Co.

July 11, HEVER, German steamer, 388, B. Dethlefsen, Newchwang 3rd July, Beans.—SIEMSSEN & Co.

July 11, WANDERING JEW, Amr. ship, 1,650 D. C. Nichols, Shanghai 19th June, General.—PUSTAU & Co.

July 11, FOKIEN, British steamer, 509, J. Lewis, Tamsui 7th July, Amoy 9th, and Swatow 10th, General.—DOUGLAS LAPRAIK & Co.

July 11, DIOMED, British steamer, 1,470, Bigley, Liverpool and Singapore 5th July, General.—BUTTERFIELD & SWIRE.

July 11, FLINTSHIRE, British steamer, 1,017, Habecost, Singapore 3rd July, General.—ADAMSON, BELL & Co.

July 11, VISAYAS, Spanish steamer, 406, J. de Ajubita, Manila 8th July, General.—CHINESE.

July 11, BISAGNO, Italian steamer, 1,699, Tognesse, Bombay and Singapore 5th July, General.—CARLOWITZ & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
11TH JULY.

Abyssinia, British str., for Amoy.
Arabic, British str., for Yokohama.
Diamante, British str., for Amoy.
Thyra, German str., for Chefoo.

DEPARTURES.

July 11, KILDARE, British str., for Pasaron (Java.)
July 11, ACTIV, Danish str., for Hoihow.
July 11, DAFILA, British str., for Taiwanfoo.
July 11, ANCHISES, British str., for Amoy.
July 11, YANGTSZE, British str., for Whampoa.
July 11, SOOCHOW, British str., for Swatow.
July 11, ABYSSINIA, British str., for Vancouver.
July 11, HEVER, German str., for Whampoa.
July 11, PEKING, German str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Frejr*, str., from Haiphong.—7 Chinese.
Per *Peking*, str., from Shanghai.—17 Chinese.
Per *Preussen*, str., from Bremen, &c.—Mr. and Mrs. MacBain, Mrs. Sampson, Mrs. Pieper, Messrs. Lauts, Klein, M. Marsh, and Turton, and 91 Chinese.
Per *Fokien*, str., from Tamsui, &c.—16 Chinese.
Per *Diomed*, str., from Liverpool, &c.—98 Chinese.

DEPARTED.

Per *Abyssinia*, str., for Vancouver.—Mr. Griffiths. For Boston.—Mr. D. C. Worster. For London.—Mr. and Miss Keats. For Pacific Coast Points.—631 Chinese.

TO DEPART.

Per *Preussen*, str., for Shanghai.—From Colombo.—Mrs. Sampson, Mr. and Mrs. McBain. From Hongkong.—Messrs. H. Maurice Bovis and J. Mackay.
Per *Arabic*, str., for Yokohama.—Mr. and Mrs. T. Minami and family, Lieuts. C. E. Higginbotham and J. P. Browin, Mrs. H. W. Dick, Mrs B. G. Pier, Mrs. B. Browne, Mr. and Mrs. R. Fraser-Smith, and 2 Europeans. For San Francisco.—Hon. C. P. Chater, Messrs. T. I. Rose, F. E. Hedgdery, Ly Wing Roming, Wing Hock Gen, Mrs. Lo Sun, Mrs. Le Ying and child, 1 European and 622 Chinese. For London.—Major A. de V. Brooke.

REPORTS.

The British steamer *Diomed*, from Liverpool and Singapore 5th July, reports had fresh monsoon with squally, dirty weather to Paracels; thence to port fresh breeze and fine weather.

The Italian steamer *Bisagno*, from Bombay and Singapore 5th July, reports had very strong monsoon and hard squalls from Siam Gulf; strong gale from E.N.E. the last two days.

The German steamer *Preussen*, from Bremen 30th May, Antwerp 2nd June, Southampton 3rd, Genoa 11th, Port Said 18th, Suez 19th, Aden 23rd, Colombo 30th, and Singapore 6th July, reports experienced to Singapore fine weather from Aden till 9th, fresh S.W. monsoon. Then the wind turned to N.E. with rough sea from the same direction, and heavy squalls.

The British steamer *Fokien*, from Tamsui 7th July, Amoy 9th, and Swatow 10th, reports from Tamsui to Amoy experienced light S.S.W. winds and fine weather; from Amoy to Swatow light E.N.E. breeze and fine weather; from Swatow to port moderate S.S.E. breeze with passing showers and heavy swell. In Amoy strs. *Diamond*, *Cheang Hock Kian*, and *Hangchow*. In Swatow strs. *Toonan*, *Chi-yuen*, *Choy Sang*, *Taichiow*, and *Nanshan*.

A FONG, PHOTOGRAPHER Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [38

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUNBOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 670 tons, or would be very suitable for driving stationary engines. 6 Cornish BOILERS 16 ft. long by 6 ft. in diameter, double rivetted, with 4 Galway's Patent TUBES in each. 1 Large STEAM LAUNCH ENGINE and BOILER. 2 Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 1 Steam PUMP. 2 Horizontal and 1 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 1 EMERY TOOL GRINDER. 5 Boxes TAPS and DIES. 1 GAP LATHE, 8 inch Centre, 8 feet bed. 2 DRILLING MACHINES. (The above have their gearing all complete). 1 Large Hand Power WHEEL for Driving Machinery with SHAFTING and PULLEYS, and 2 Small FIRE ENGINES. 2 double acting HAND PUMPS. 1 5,000 gal. WATER TANK.

All the above Machinery are new or as good as new.

1 Full size THRUSTON'S BILLIARD TABLE with BALLS, CUES and MARKING BOARD.

For further Particulars, apply to
J. M. ARMSTRONG,
Auctioneer,
Queen's Road.
Hongkong, 11th July, 1888. [1205

INTIMATIONS.

W. BREWER HAS JUST RECEIVED
Weldon's Guide to Fancy Work.
Photograph Albums for Cabinets only.
Minerals, Mines and Mining, by Osborne.
Copper Smelting, by Peters.
Turning Lathes by Lukin.
Coffee, its Culture and Commerce.
West's American Foundry Practice.
West's Moulder's Text Book.
New Guide to London.
Smee's Mind of Man.
Loundes Law Marine Insurance.
10,000 Cheap Light Literature, at 25 cents.
Canvas Sketching Books of Whatman's paper.
French Artists' Easels.
French Curves and Set Squares.
New Fancy Stationery.
Tennis Balls, Tennis Shoes.
Dumb Bells.
New Stock of Leather Goods consisting of Pocket Books, Letter Cases, Card Cases, Cigar & Cigarette Cases, Writing Cases, Blotting Books, &c.
Three Castles Tobacco.
Myrtle Grove Tobacco.
Manifold Letter Books.
New Songs, New Dance Music.
WALTER W. BREWER,
27] UNDER HONGKONG HOTEL.

KELLY & WALSH, LIMITED.
Gréville Memoirs, 8 Vols., new and cheaper Ed.
Academy and Grovesnor Gallery Notes.
Boating—New Volume of The "Badminton Library."
A large assortment of Photogravures, from the most celebrated Pictures—can be very effectively mounted and framed.
James's Manchuria.
I. M. Customs Returns of Trade, 1887.
Special separate Reports on Kowloon, Lappa, Pakhoi, Canton, Shanghai, Foochow.
Dr. Eitel's Handbook of Chinese Buddhism, being a Sanskrit-Chinese Dictionary with Vocabularies of the Buddhist Terms, Second Edition, revised and enlarged, $3.50.
The Bells' Waltz, by Chas. Lassere.
A quantity of New Songs and Vocal Duets.
Lloyd's Universal Register of Shipping, 1888.
Hutton's Practical Engineer's Hand Book.
Lownde's Law of General Average.
A. B. C. Telegraph Code.
Dr. Wm. Smith's Principia Latina.
Cæsar, Latin Text.
Giles's Word for Word Key to Cæsar.
Peking Gazette, 1887.
Modern Hoyle—How to play all Card Games.
Modern Etiquette in Public and Private.
Sailor's Pocket Book—New revised Ed.
Donaldson's Drawing and Rough Sketching.
Dr. Cantlie's Accidental Injuries, their causes and treatment.
KELLY & WALSH, LD., HONGKONG.
26]

FILTERS.

SILICATED CARBON FILTERS,
½ Gallon to 6 Gallon.

MAIGNEN'S RAPID FILTERS,
1 Gallon to 4 Gallon.

MAIGNEN'S UNBREAKABLE EXPORT FILTERS, $6.50 Each.

GLASS TABLE FILTERS.

FANCY SIDEBOARD FILTERS,

FOR SALE BY
LANE, CRAWFORD & Co.
Hongkong, 26th June, 1888. [28

PENINSULAR & ORIENTAL S. N. COMPANY.
NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 19th May at NOON and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London via Marseilles.

This improved service will ABOLISH ALL TRANSHIPMENTS, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for Passenger Accommodation and Cuisine.

The attention of Passengers is specially called to the greatly improved SECOND-SALOON Accommodation and attendance.

E. L. WOODIN,
Superintendent.
Hongkong, 9th May, 1888. [900

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for PUBLIC TRAFFIC on WEDNESDAY, the 30th May.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.
SUNDAYS,
½ past 12 to ½ past one every quarter of an hour, and from
4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars. GENTLEMEN are requested NOT TO SMOKE in the middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and REDUCED TICKETS may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 16th June, 1888. [1023

MONEY! MONEY! MONEY!

SUMS to be lent on FIRST MORTGAGE, $5,000 to $16,000.
For particulars, apply, by letter, to
"Q. E. D.,"
Care of *Daily Press* Office.
Hongkong, 21st April, 1888. [179

NOTICES OF FIRMS.

NOTICE.

I HAVE This Day Established myself in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.
A. DENISON,
A. M. INST. C.E.
61, Queen's Road Central.
Hongkong, 2nd July, 1888. [1254

MR. H. F. HAYLLAR, C.E., ARCHITECT AND CIVIL ENGINEER
No. 9, QUEEN'S ROAD CENTRAL,
Near ICE HOUSE STREET.
Hongkong, 3rd July, 1888. [1259

INTIMATIONS.

THE NEW YORK LIFE INSURANCE COMPANY.
ESTABLISHED 1845.

TOTAL ASSETS ON 1 JANUARY, 1888 ..... £16,976,616
AMOUNT ASSURED £73,855,048
SURPLUS BY NEW YORK STATE STANDARD ..... £ 2,437,612

The Company is a purely Mutual one, no liability is incurred by the Policy Holders, and profits are divided among them exclusively. Of the three largest life insurance companies in the world, the ratio of Death Losses to (1) Premia, (2) to Interest, and (3) to Insurance in Force, in 1887, was lowest in the NEW YORK LIFE, whilst Interest receipts, since 1845, have exceeded losses by death by over £600,000, showing careful selection of lives and careful investment of money.

BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
Hongkong, 3rd July, 1888. [1249

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $7,500,000
RESERVE FUND 3,900,000
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS:—
Hon. JOHN BELL-IRVING—Chairman.
W. H. FORBES, Esq.—Deputy Chairman.
C. D. Bottomley, Esq. | S. C. Michaelsen, Esq.
W. G. Bredis, Esq. | J. S. Moses, Esq.
H. L. Dalrymple, Esq. | L. Poesnecker, Esq.
B. Layton, Esq. | N. A. Siebs, Esq.
Hon. A. P. McEwen. | E. A. Solomon, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [10

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ..... £2,000,000.
PAID UP ..... £ 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [11

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to TRANSHIP CARGO from its Godowns at Kowloon or West Point to any Steamer in the Harbour, and to BRING CARGO across from Kowloon to any place on the Praya at the usual rates.

By Order,
ISAAC HUGHES,
Secretary.
Hongkong, 21st April, 1888. [784

GUARANTEED the best Quality HOLLANDS GIN, in Stone Bottles, at $5 per dozen, also PUNCH, CURACAO, PERSICO, ANISETTE, &c., &c.

GOOD ENGLISH DOUBLE BARRELED BREECH LOADING GUNS, 12 Bore, the latest improvement, in Boxes, with everything complete. Price, $45, &c., &c.
J. F. SCHEFFER,
21 & 23, Pottinger Street.
Hongkong, 5th July, 1888. [1276

1888.
1888. MAIL TABLES. 1888.

THE MAIL TABLES, with Parcel Post Table and Almanac, for 1888 are NOW READY.

On Paper 10 cents, on Card 20 cents, cash.
Daily Press Office,
Hongkong, 25th February, 1888.

YEE SUNG & Co., 貌生恰
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co.,
No. 68 PRAYA. [642

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 14th July, 1888, at 11 A.M.,
at Messrs. W. G. HUMPHREYS & Co.'s Machinery Rooms, Bank Buildings, Queen's Road Central.
TO CLOSE CONSIGNMENTS.
FOR ACCOUNT OF WHOM IT MAY CONCERN.
1 IMPROVED PLANING MACHINE.
1 DRILLING MACHINE.
1 PUNCHING and SHEARING MACHINE.
4 DONKEY PUMPS.
7 FAN SMITH'S FORGES.
1 ICE MAKING MACHINE.
TERMS OF SALE.—Cash on delivery.
G. R. LAMMERT,
Auctioneer.
Hongkong, 11th July, 1888. [1306

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 14th instant, at 8.30 for 9 P.M., precisely. VISITING BRETHREN are cordially invited.
Hongkong, 10th July, 1888. [1302

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 P.M., precisely. VISITING BRETHREN are cordially invited.
Hongkong, 10th July, 1888. [1303

THE PREMIER CHAMPAGNE IN CHINA IS THAT OF MESSRS. VEUVE CLICQUOT PONSARDIN, RHEIMS.
SHIPPED BY
CUTLER PALMER & Co.,
Sold Solely by their friends
MESSRS. JARDINE, MATHESON & Co.

N.B.—All Connoisseurs of Champagne should taste this. We are confident they will be more than satisfied with the quality, and surprised only at its moderate price. [975

LOS FILIPINOS,
IMPORTERS OF
TOBACCO AND MANILA CIGARS,
25, POTTINGER STREET.
A Large and varied Stock of best Descriptions of MANILA & OTHER CIGARS, TOBACCO, CIGARETTES.
Wholesale and Retail at Moderate Prices.
INSPECTION RESPECTFULLY INVITED.
SILVESTRE ARLEGUI & Co.,
Proprietors.
Hongkong, 30th May, 1888. [1030

J. MARINBURK.
MANUFACTURER OF FIRST CLASS FURNITURE AND UPHOLSTERY,
COLLEGE CHAMBERS.
DRAWING ROOM AND DINING ROOM SUITS, LOUNGES AND EASY CHAIRS, SIDEBOARDS, WARDROBES, DRESSING TABLES AND MARBLE TOP WASHSTANDS, MANTEL AND CONSOLE GLASSES.
SILK PLUSHES IN VARIOUS COLOURS.
TAPESTRIES IN LATEST DESIGNS.
GREAT REDUCTION IN PRICES.
Hongkong, 26th April, 1888. [117

DOMINION ORGAN & PIANO Co
Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;
Sole right to use Foley's Automatic PEDAL COVER for the whole Continent of EUROPE. This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.
BRANCH OFFICES:—
MANCHESTER, ENGLAND.
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.
DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.
Send for catalogues. [141

NEW & ORIGINAL SERIAL STORY
FROM THE PEN OF
H. RIDER HAGGARD,
Author of "King Solomon's Mines," "Allan Quartermain," "She," "Jess," &c., &c.

The Proprietors of this Journal are pleased to announce that they have, at a very considerable outlay, made arrangements with H. RIDER HAGGARD—the Author of the most popular and dramatic Stories of our day—by which their Readers will enjoy precedent perusal of a new and unpublished manuscript Story from his pen.

The Title of RIDER HAGGARD'S New Story is
COLONEL QUARITCH, V.C.
And the Opening Chapters will appear in an early issue of
THE "HONGKONG DAILY PRESS."

In this dramatic work, the author of "She" makes a new departure. Instead of placing his characters in lands remote from civilization and subjecting them to influences of the most remarkable and unprecedented nature, he has here written an English treasure story of the present day. The hero is a soldier in the British army, a wearer of the Victoria Cross, who returns home from the recent operations in the Soudan, to exchange the perils and privations of warfare in the desert for a series of sensational incidents among pleasant English landscapes, and the ultimate reward of an ancestral home brightened by the beauty of a comely bride. The plot is well contrived, there is strong individualization in the characters; the scenes are depicted with clearness and a warm glow of local colour, while the main incidents are worked out with power. Not even in "King Solomon's Mines," when entrance is effected into the mysterious chamber, is the thrill greater than when Colonel Quaritch unearths the treasure, hidden away from Cromwell's soldiers, the recovery of which saves an ancient house from ruin.
Hongkong, 26th June, 1888. [1204

SANG TAI, 生泰
DEALER IN EUROPEAN GOODS.
Has for Sale all Sorts of WINES, SPIRITS, PROVISIONS, GILMAN'S STORES, TEA, REFINED SUGAR, &c., &c.
No. 11, LYNDHURST TERRACE. [137

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [918

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

BRITISH BARQUE "JOHN NICHOLSON" FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co.
Hongkong, 9th July, 1888. [130

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"CAMBODIA,"
Capt. Wildgoose, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

The steamer is berthed at Kowloon and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before 2 P.M., TO-DAY, the 9th instant.

All claims against the steamer must be presented to the undersigned on or before the 16th instant, or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, 9th July, 1888. [1300

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CARMARTHENSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the steamer must be presented to the undersigned on or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 10th July, 1888. [1272

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANCHISES," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Goods undelivered after the 17th inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th July, 1888. [1271

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship
"WINGSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th inst., will be subject to rent. No Fire Insurance has been effected. Consignees are also requested to present all claims for damages and/or shortages not later than two weeks after arrival of the steamer, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th July, 1888. [1299

NOTICE TO CONSIGNEES.

DANISH BARK "HYDRA," FROM HAMBURG.

THE above named vessel having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 7th July, 1888. [1288

NOTICE.

THE PEIHO TUG AND LIGHTER COMPANY are now Prepared to LIGHTEN SHIPS and STEAMERS at the "TAKU BAR." Five Mex. Cents per picul will be charged for dead weight, measurement cargo in proportion.

The undersigned will also Contract for the towage of Sailing Vessels from Sea to Tientsin, and thence to sea; and all work will be done under his personal supervision.

JAMES WATTS,
Manager,
P. T. & L. Co.
Taku, 14th May, 1888. [1021

WRITE FOR CIRCULAR.

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36 VOLUMES.

Among the Books now in the Press are: Vols. 27 & 27A ENGLAND, SCOTLAND, and IRELAND, Price 45/. They contain, besides complete TRADES LISTS of all places in the United Kingdom, Special Lists of Merchant Shippers, with their Specialities and Export Markets.

Complete Price-List post free. Agents wanted in all parts.

C. LEUCHS & Co., BRANCH OFFICE,
17, BARRETT'S GROVE, LONDON, N.
Established 1794. [1510

BOARD AND RESIDENCE.

MRS. STAINFIELD, 55, Queen's Road East, has PRIVATE BOARD and RESIDENCE for Single Men or Married Couples, at reasonable rates.
Hongkong, 14th October, 1887. [36

REMOVAL.

E. CASSUMBHOY'S JAPANESE WAREHOUSE AND FURNITURE STORE has been REMOVED to No. 43, Queen's Road, formerly occupied by ACHEE & Co.

A Large Assortment of Japanese Goods at most reasonable prices. [25

HIM TAI 興
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
FOR SALE AT A MODERATE PRICE.
No. 85, PRAYA CENTRAL. [533

INTIMATIONS.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

GRAND RE-OPENING,
THIS (THURSDAY) EVENING,
the 12th July, 1888.

ARRIVED, ARRIVED, ARRIVED,
By the O. S. S. Company's steamer "ANCHISES" on the 9th, the New Members of the Company, including Ladies and Gentlemen holding the premier rank in the Circus profession.

A Complete Change of Programme will be presented, including

NEW BAREBACKED ACTS,
JUGGLING ON HORSEBACK
TRAPEZE ACTS including the
SENSATIONAL GIANT SLIDE,
NEW JAPANESE ACTS,
NEW NEGRO ECCENTRICITIES,
NEW PANTOMIMES, &c.

REMEMBER WE ADVERTISE NOTHING WHICH WE DO NOT PERFORM.

SATURDAY AFTERNOON, 14TH JULY,
SPECIAL AFTERNOON PERFORMANCE
FOR SCHOOLS AND FAMILIES.
Doors Open at 3.30, commencing at 4 P.M.

NEW COMPANY.
NEW PROGRAMME FOR THE LITTLE ONES.

PRICES OF ADMISSION.

Private Boxes of Six Chairs	$12.00
Single Chairs in Boxes	2.00
Dress Circle (Chairs)	1.50
Stalls, Carpeted Seats	.50
Pit	.25

Children under 12 years of age and Naval & Military in Uniform Half-price to all parts except to Pit.

N.B.—No Europeans will be admitted to the Pit.

Boxes and Seats can be reserved at Messrs KELLY & WALSH'S, LD.

ROBT. LOVE,
General Agent.
Hongkong, 9th July, 1888. [1296

GOVERNMENT NOTIFICATION.—
No. 310.

THE following Notice is published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 7th July, 1888.

NOTICE

A SPECIAL SESSIONS of HER MAJESTY'S JUSTICES OF THE PEACE will be held at the JUSTICES' ROOM at the MAGISTRACY, at ELEVEN O'CLOCK IN THE FORENOON, on MONDAY, the Sixteenth day of July, 1888, for the purpose of considering an application for the temporary transfer of the licence of the *Rose, Shamrock and Thistle* Hotel, from CARL BERCOVITZ to ISRAEL WEINBERG.

H. E. WODEHOUSE,
Police Magistrate.
Magistracy,
Hongkong, 5th July, 1888. [1292

MITSUI BUSSAN KAISHIA,
SOLE AGENTS FOR
THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any steamer lying in the Harbour or coming alongside the Kowloon Wharf on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.
Hongkong, 20th January, 1888. [183

SPECIALITIES.

THE MONKS of the ABBEY of FECAMP France, Distillers of the wide world known Liqueur BENEDICTINE, have given the Monopoly of Sale of it in China to our House, while we have appointed Messrs. SIEMSSEN & Co., of Hongkong, to represent us there. The Finest, most wholesome Liqueur, is BENEDICTINE. It is appetising, digestive and stomachic.

No one save ourselves has a right to import it into China.

Apply to SIEMSSEN & Co.
For execution of all Orders direct or otherwise.

SQUARE BOTTLE SCOTCH WHISKY,
Of our own Blend and Shipping,
Excellent, Old, Soft, Pure, Inexpensive,
Only in hands of SIEMSSEN & Co.
Representing
1182] CUTLER PALMER & Co.

GOVERNMENT NOTIFICATION.

NOTICE has been received from the MILITARY AUTHORITIES that TARGET PRACTICE will take place on the 11th inst., from BELCHER'S BAY BATTERY.

The Range will be from the Battery towards a point half a mile South West of Chung Hue. Junks and other Vessels are hereby warned to keep out of the range.

The Practice will take place probably about 4.30 P.M.

By Command,
FREDERICK STEWART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 11th July, 1888. [1305

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,
13, PRAYA CENTRAL, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.
Subscription, $80 per Annum.
Electrical Material on sale, or hire.
Electric BELLS fitted and maintained.
Agents for ELECTRIC LIGHTING.
Estimates free for all kinds of Electrical work.
HAROLD DOWSON,
Agent.
Hongkong, 26th August, 1887. [1629

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [561

NEW ADVERTISEMENTS.

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)
THE Steamship
"CASSANDRA,"
Captain H. C. Thomsen, will be despatched for the above Ports on MONDAY, the 23rd inst., at TEN A.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 11th July, 1888. [1313

NEW ADVERTISEMENTS.

THEATRE ROYAL,
CITY HALL, HONGKONG.
MONDAY NEXT,
16th July, 1888.
THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.
Directors } Mr. PEMBERTON W. WILLARD
Mr. JOHN F. SHERIDAN.
Will make their first appearance as above in
VINCENT WALLACE'S ENGLISH OPERA
MARITANA.

CAST OF CHARACTERS.

Don Cesar de Bazan	Mr. CHARLES FISHER
Don José de Santarem	" H. M. IMANO
King of Spain	" WHIFFEN CRIPPS
Marquis de Montifiore	" C. SUTCH
Captain of the Guard	" H. HUSSAN
Alcade	" MANNING
Lazarillo	Miss EVA LEAMINGTON
Marchioness de Montifiore	Miss FLO. MORRISON

And
Maritana ..... Miss MAUDE HARE
Conductor ..... Mr. S. A. ROBERTSON.

To Season Ticket Holders.
Subscription Nights—Monday, Thursday, and Saturday.
The Directorate Guarantee twelve distinct productions and no REPEAT on any Subscription Night.
Season Ticket for the series, $24.
MONDAY, July 16th—MARITANA.
WEDNESDAY and THURSDAY—DOROTHY.
SATURDAY, July 21st—Farcical Comedy "THE ARABIAN NIGHTS."
Prices $3, $2, and $1.
Plan at Messrs. KELLY & WALSH'S, LD.
Plan for general booking open on Saturday.
All communications to PEMBERTON W. WILLARD, Hongkong Hotel.
Panel Portraits of the Company by the Celebrated Vander Weyde on view at Messrs. Kelly & Walsh's, Hongkong Hotel, &c.
Hongkong, 12th July, 1888. [1315

WILLIAM HARRIS, DECEASED.

NOTICE is hereby given that all CREDITORS and others having any CLAIMS against the Estate of WILLIAM HARRIS, late of Shanghai, in the Empire of China, deceased, who died at Shanghai aforesaid, on the

INTIMATIONS.

1888. NOW READY. 1888.

THE CHRONICLE AND DIRECTORY FOR 1888,

With which is incorporated THE CHINA DIRECTORY. (TWENTY-SIXTH ANNUAL ISSUE), COMPLETE, WITH APPENDIX, PLANS, &c., &c., Royal 8vo., pp. 1,200.....$5.00. SMALLER EDITION, Ryl. 8vo., pp. 816.....$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

WATSON'S PRICKLY HEAT LOTION

is the safest and best cure for Prickly Heat, it affords instant relief, and will be found useful in allaying all irritation of the skin, whether arising from acidity or caused by the bites and stings of insects; it is also a useful Toilet Article for the complexion.

A. S. WATSON & Co., LIMITED, HONGKONG.

Hongkong, 12th July, 1888. 124

The Daily Press.

HONGKONG, JULY 12TH, 1888.

THE gradual disappearance of the graceful Japanese costume is a fit subject for the artist's lament. But it may be looked at from other than the artist's point of view. A letter has recently been addressed by a lady in America "To Japanese women who are adopting foreign dress," in which the many drawbacks of the latter are pointed out at considerable length and with much lucidity. The letter is signed in approval by the widow of the late President GARFIELD, the wife of the present President, and a number of other prominent ladies. And yet the change, regrettable as it may be from many points of view, appears inevitable. The *Japan Mail*, while giving its verdict in favour of the national costume, points out the influences by which the change is being hastened. In the first place, there is the idea that the question of dress stands at the very threshold of the admission of Japan's women to the pale of Christendom, as the *Japan Mail* puts it, by which is meant, we presume, a social equality with the women of Christian nations. Japan "does not imagine, as some sneering critics pretend, that a mere change of costume can secure admission; but she does believe that the removal of external differences is an important preliminary to the desired end." The second reason for the change is that "Japanese dress in its present form is not suited to the household life of the West. Admirably adapted for squatting on mats or kneeling on cushions, it is manifestly inconvenient where chairs and sofas are used." Therefore the Japanese women unwillingly discard their pretty and healthful costume in favour of European dress as an inevitable concomitant of Japan's advance to a social as well as political equality with the nations of the West. Our Yokohama contemporary regrets the change because it thinks it unnecessary, and that Japanese dress with a slight modification would win not only approval but imitation; in short, that if Japan did not adopt European dress Europe would adopt Japanese dress. This, surely, is the idea of a visionary. If ever Europe comes to Asia for a model in the matter of dress let us hope she will not overlook China, where the female dress is at once convenient, healthful, modest, and capable of ornamentation to any extent the wearer may desire. It does not possess the quaint and childish prettiness of the Japanese female attire, but is in every other respect unmistakably superior. Amongst its other merits, it is adaptable to all forms, whereas the Japanese dress, graceful as it is on a small and slender figure, runs into the grotesque when donned by a stout lady.

The Japanese costume, we are told, has one undoubted disadvantage: it fails to discharge fully the prime function of all clothing, namely, to provide a decent covering for the person. "We foreigners," says the *Japan Mail*, "who only see the Japanese woman abroad or on occasions where correctness of costume is imperative, do not appreciate all the embarrassing accidents to which her dress exposes her." The American ladies say this defect might be overcome by an addition of underclothing, and the editor of the *Mail*, boldly approaching this delicate subject, proceeds to show what direction the addition should take. "The modification we speak of is the substitution of the *hakama* for the skirt of the present *kimono*. The *hakama* solves all the problems that women in the West have been for years discussing. It is a perfect form of the 'divided skirt;' picturesque, graceful, eminently modest, and offering a minimum of impediment to freedom of locomotion. There could be no prettier and more practically excellent costume in the world than the present upper garment of the Japanese lady supplemented by the *hakama*. . . . It should be added, too, that the adoption of this garment by Japanese ladies generally would not be an innovation, strictly speaking, but only an extension of existing customs. Already the *hakama* is worn, and has been worn for centuries, by girls up to the age of fifteen or sixteen."

For a journalist to write on the subject of female dress without alluding to the fashionable ball costume of the West would be a feat worthy of the highest commendation. Our Yokohama contemporary has not earned that commendation. Referring to the inadequacy of the Japanese dress as a covering, and to the impediment it offers to locomotion, the writer says:—"In respect of these two objections it has indeed been urged that under no circumstances is the Japanese dress more grossly indecent than the fashionable ball-costume of the West, and that so far as concerns impediment to the free use of the limbs, there is little to choose between the Western and the Eastern styles. But the ball-costume of the Occident is an abuse; it cannot fairly be put forward as an inevitable defect; and, on the whole, the dress of the European and American lady unquestionably offers less restraint to locomotion than the dress of the Japanese." But the ball-costume of the Occident is not an abuse, neither is it grossly indecent. It is worn by women of perfect modesty, and is admired by pure minded men. Decency, or perhaps it would be more correct to say modesty, is simply a matter of convention. The woman of the South Sea Islands will blush for the first time when, by the march of civilization, she is compelled to clothe herself. The writers of the letter which we reproduce below speak of a lady who went to reside in Japan and who "had never dreamed that her own ordinary dress was immodest until she compared it with that of Japanese ladies around her, and was made aware in an unpleasant way that the close fitting of the upper part of the body, thereby emphasizing her sex, was making her conspicuous." And the Japanese ladies, whose dress made the American lady feel that her own was immodest, would bathe uncovered with persons of the opposite sex without the slightest thought of impropriety. It is impossible therefore to set up a universal and invariable standard of modesty. The indeterminate dividing line between modesty and immodesty is wholly dependent on the convention recognised by the community amongst whom the individual happens to be, and, in the matter of dress, it may range from a string of beads to the veil of the Turkish women concealing even the face. But it is time that we allowed the ladies to speak for themselves. The following is the letter addressed through the *Japan Mail* to the women of Japan:—

TO JAPANESE WOMEN WHO ARE ADOPTING FOREIGN DRESS.

Japan is so rapidly taking rank with other nations of the earth in all that pertains to Western civilization that it is not strange that foreign innovations have at last reached woman and her attire. Nor is it strange that Japanese women should wish to adopt the dress worn by the women of nearly all civilized nations. Perhaps it would add to a feeling of sisterhood if the women of all these nations should wear the same costume.

Now if the women of Japan are fully determined to adopt foreign dress, it would be useless to urge them not to do so, but before they adopt it in its entirety, they should know the opinion of those who have studied the subject and think that there is great need of improvement in certain particulars. Some who have resided for years in Japan, and compared Japanese with European dress, seriously question the advisability of an entire change, and do so on the ground of modesty, economy, and health.

Some critics may say that Japanese dress, as worn at present, is immodest, but with the addition of more underclothing no fault could be found with it on that score. European dress can be worn in an objectionable way, as in that exposure of bust and arms known as "full dress," and even the ordinary Western dress is not above reproach. A lady who went to reside in Japan had never dreamed that her own ordinary dress was immodest until she compared it with that of Japanese ladies around her, and was made aware in an unpleasant way that the close fitting of the upper part of the body, thereby emphasizing sex, was making her conspicuous.

From the standpoint of beauty, grace, and suitability, Japanese dress, modelled after the best Japanese standards, is both elegant and refined, and it would take years for Japanese ladies to adapt to themselves and wear with equal grace a costume to which they are entirely unused.

As to economy, it requires but a glance to see that in the amplitude of European skirts and their trummings there is a great amount of superfluous material, so that whether Japanese ladies use their own rich and beautiful materials or not, the expense of the whole costume is increased. To say nothing of the great change and increased expense of household furnishing which will be necessary when foreign dress is adopted. Foreign carpets, chairs, and tables must be added to foreign skirts and shoes, to the entire remodelling of those beautiful interiors so widely praised and held up to the western world as examples of elegance and simplicity and harmonious proportion.

But the attention of Japanese ladies should be called especially to the relation of foreign dress to health. Intelligent and conscientious ladies in America have long been considering how to make their dress less burdensome and unhealthful.

Some have made a partial solution in combining several articles of underwear in one garment, which, thus simplified, is called a combination or union suit. But there still remains the serious problem of heavy skirts and dangerously close fitting dress bodies. Some of the most eminent physicians in the United States declare that the alarming and wide spread ill health and the lack of endurance among American women is due, far more than to any other cause, to these heavy skirts dragging upon the lower part of the body and to tight dressing about the waist. Skirts may be suspended from the shoulders. Many American ladies wear them thus suspended. But when long and full and heavily trimmed, they burden and trammel the wearer and prevent lightness, ease, and grace in walking.

But the worst evil in European dress is the insidious custom of wearing corsets, far more direful in its consequences than the Chinese custom of compressing the feet of women. Japanese look down upon that custom; why not upon the foolish and wicked custom of other nations? It is sometimes said that corsets are not injurious when worn loosely, but stiff steels and whalebones cannot be otherwise than harmful, pressing upon the softest and most yielding parts of the body. And often so unconsciously does the wearer adjust the corset that every organ in her body is complaining of ill treatment, and her health is undermined before she realizes that she has done the mischief. Rarely can a woman be convinced that her corset is too tight. A good way of testing whether the clothes are too tight is to take careful measures of the waist when undressed, both when the lungs are inflated and when they have been emptied of air. Then take the same measurements over the clothes or corsets. It will be found that in nine cases out of ten the expansive power of the chest and lower ribs has been largely diminished. But our health depends in the largest degree upon our ability to breathe freely and deeply. All this is said that Japanese ladies may be made aware of the dangers in such a course before adopting foreign dress, and that they may be led to stop and consider well before doing what will affect not only their own health but that of their sons and daughters. Surely Japanese ladies are too patriotic to endanger the health of a nation and to abandon what is beautiful and suitable in their national costume, and to waste money on foreign fashions, when there is such a great call for means to establish and carry on institutions for the education, enlightenment, and christianization of all the women in the land. Rather let them join the best women in other lands in studying what is the best way of adapting dress to the health of the body and by the development of the soul.

H. FRANCES PARMELEE.

Signed in approval by the following ladies:—

LUCRETIA R. GARFIELD (widow of the late President Garfield.)

FRANCES F. CLEVELAND (wife of the present President of the United States.)

HELEN F. SMITH, Lady Principal of Wells College.

FRANCES E. WILLARD, Presdt., Nat. W.C.T.U.

MARY ALLEN WEST, Editor of *Union Signal*.

RACHEL L. BOSLEY, M.D., Dean of the Women's Medical College of Pennsylvania.

RAMABAI ANYSORE, Hindostan.

MARY EVANS, Principal of Lake Erie Seminary.

ELIZABETH BLANCHARD, Principal of Mt. Holyoke Seminary.

Miss Alice E. Freeman, just before her resignation as president of Wellesley College, wrote as follows:—"I am very glad to have the opportunity to endorse Miss Parmelee's admirable and forcible letter to Japanese women. I have felt eagerly interested in the subject from the beginning of the movement of Japanese women toward our unfortunate dress, and have been keenly regretful at their prospect of discomfort and ill health. I hope this plea will be very widely circulated and prove influential in retaining the beauty and comfort and hygienic characteristics of their own enviable dress. Please let me be known therefore as one who most heartily endorses this paper and urges Japan women to find a better and wiser dress than ours."

The announced typhoon, according to Dr. Doberck, appears to have approached Annam.

The P. & O. Company's regular fortnightly steamer *Deccan*, from Bombay, left Singapore for this port yesterday morning at seven o'clock.

Mr. Wainewright has been granted leave to appeal to Her Majesty in Council from the recent order of the Supreme Court in Mrs. Benjamin's proceedings at Shanghai.

The Hon. C. P. Chater is a passenger for England via America by the O. & O. steamer *Arabic*, which leaves for San Francisco at daylight this morning. Mr. Chater's holiday will be a very short one, as we understand it is his intention to be back by the end of the year.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the Canadian Pacific steamer *Parthia*, which left Yokohama on the 24th June, arrived at Vancouver on the 6th instant, after a splendid run of twelve days, steaming nearly fifteen knots an hour during the whole passage, which is the shortest on record across the Pacific. The steamer *Port Adelaide* arrived at Vancouver on the 30th June. The *Zambesi* left Vancouver on the 1st, and the *Batavia* on the 3rd instant for Yokohama and this port.

The steward of the steamer *Carmarthenshire*, which arrived here on Tuesday, disappeared from that vessel on the 19th of last month, we learn from the *Singapore Free Press*, during a heavy gale off Socotra. The steward, whose name was J. H. Shields, had been ill for some days previous, but resumed his duties on the morning of the 19th. He was seen on the poop by some passengers at about nine o'clock, but, on being sent for by the Captain at ten, was nowhere to be found. Search was made, but no trace of him could be seen. The supposition is that the poor man was washed overboard.

Says the *European Mail*:—"Sir Frederick Weld is home from the Straits Settlements, his period of office having expired. He was looking extremely well at St. George's Club on Tuesday evening, and his health was drunk with enthusiasm. His numerous Western Australian friends will be glad to learn that, in all probability, he will succeed Sir Arthur Gordon as Governor of Ceylon, though there is just a possibility of his being sent to Mauritius." Quoting the above the *Ceylon Observer* says:—As a Romanist, though a sensible one, but without any marked ability as Governor, Sir F. Weld is better suited to Mauritius than Ceylon.

The re-opening of Woodyear's Australian Circus last night was attended by a very large number of people, the whole of the interior of the tent being quite full. The entertainment was undoubtedly the best that the Company have given since their stay here, and the new arrivals make a great improvement in the show. The trapeze and the slack wire performances were loudly applauded, and the male acrobats and horse riders met with a very flattering reception. The Japanese went through their acts in their usual clever and masterly style, the tub balancing feat calling forth loud approbation. A detailed notice of the entertainment will appear to-morrow.

A sad occurrence took place on board the British ship *Niobe*, on the 2nd of May last, while the vessel was in lat. 37.15 S. and long. 18.17 W., on her voyage from Cardiff to Singapore, where she arrived a few days ago. At about half-past five in the evening of the 2nd May, John Muir, an able seaman, while doing some work on the mizzen-top-gallant yard, lost his hold and fell overboard striking the bumpkin on the half round of the ship while falling. It was blowing a heavy gale of wind at the time, with a very big sea, and although the captain called for volunteers to man a boat to try and rescue Muir, a sufficient number was not forthcoming, and the poor fellow had to be left to his fate.—*Singapore Free Press.*

The *Mainichi Shimbun* gives the following account of the new Japanese temporary Parliament house:—After various changes it has at length been decided to construct the National Assembly Building at Uchisaiwai-cho, Nichome. The building will be two storeys in height and built of wood, the room on the right being made the Upper House and the room on the left the Lower House, with an archway between. A room at the back of the Upper House will be used as a waiting room for H. M. the Emperor, while thirty-two rooms will be supplied in the upper and lower storeys around the Assembly rooms for the use of members, secretaries, visitors, &c., and for private consultation rooms, dining and cloak rooms. The assembly rooms of both houses will be on the ground floor with galleries all around for auditors, in a similar manner to the Koseikan at Kobikicho. The extent of the assembly rooms will each be 160 *tsubo*, capable of accommodating 200 members each. The estimated outlay is *yen* 80,000, exclusive of expenses for ornamentation, &c., but the building is guaranteed against decay for only 15 years.

As will be seen from an advertisement in another column, Mr. Pemberton Willard's Company open at the Theatre Royal, City Hall, on Monday next, for a season. Mr. Willard's Company includes a large number of tried artists who have won golden opinions in London and the provinces, and the repertoire will include opera, opera bouffe, burlesque, and comedy. Mr. Willard is no stranger to the East, and his companies have come to be generally acknowledged as far above the average. From what can be learned from the record of the present company, the play-goers of Hongkong are about to be treated to a display of musical and dramatic talent such as it is rarely their good fortune to witness. The company numbers about sixteen members, which is certainly a far larger company than we are in the habit of getting in Hongkong. Moreover, if previous record goes for anything, quantity is not the only point in which the company will score. The ladies of the company are all finished performers. Miss Maude Hare, the principal soprano, has filled engagements with Sims Reeves, Miss Eva Leamington, contralto, is a medallist of the Milan Conservatoire of Music, Miss Morrison was lately a member of the Metropolitan "Dorothy" Company, Miss Kate Whiteford is an actress of no mean powers, while Misses Vera Patey, Nellie Arline, and Gracie Whiteford are graduates of a high order in the salutatory as well as the vocal art, the first named lady having even thrown down the gauntlet to the renowned Kate Vaughan herself. In male artists the company is also equally strong. Mr. John F. Sheridan, who is an old favourite in Hongkong, and who, it will be remembered, was here little more than a year ago with his "Fun on the Bristol" Company, is a tower of strength in himself; Mr. C. Fisher, the principal tenor, was formerly a member of one of Carl Rosa's Companies; Mr. H. M. Imano was until recently engaged with Mr. D'Oyley Carte, while Mr. Satch and Mr. Cripps have also gained their spurs in the musical world. In Mr. Robertson the company have a conductor who really understands his work, and the company also includes Mr. H. Hassan, animal impersonator from Drury Lane and other theatres. Mr. Willard will also occasionally appear himself, and his powers as a comedian are well enough known to need no description. It is always, of course, somewhat risky to pass any opinion on a company until one has witnessed their performances, but we venture to think that in this case, when the company face the footlights we shall not be disappointed in them. The opera advertised for presentation on the opening night is Vincent Wallace's "Maritana." The Company will also play during their stay here the operas "Dorothy," "Erminie," "The Bohemian Girl," and "The Lily of Killarney;" the burlesques "Little Jack Shepherd" and "Little Robin Hood," the farcical comedy "Arabian Nights," and four American musical comedies—"The Tramp," "Breaking in the Lion," "Bridget O'Brien, Esq," a sequal to "Fun on the Bristol," and "Over the Garden Wall."

Lord Wolseley's recent speech would seem to have had wide-reaching and serious results. A telegram from Rangoon to the *Pioneer* states:—"Lord Wolseley's alarmist speech has had the effect of raising the prices of first-class teak squares considerably!"

Everybody knows, says the *N. C. Daily News*, that the most flourishing institution in Shanghai is the Shanghai Literary and Debating Society, and nearly everybody knows that its success is due to the popularity of the president, General Kennedy, and to the untiring zeal of Mr. Wade. A perusal of the Annual Report and Statement of Accounts, which have just been published, would convert the Society's bitterest enemy, if it had an enemy. In it the Secretary takes a retrospective flight, and tells us how his child has grown from 49 members with a credit balance of $299 in June, 1882, to 300 members with a credit balance of $2,035 in June, 1888. The Report contains a list of the work done during the past year, but this has already been recorded from time to time in our columns; we are glad to learn that one more meeting is to be held before the summer begins, a smoking concert to be given at the Lyceum about the 13th instant. The Committee regret that they cannot get fresh speakers at the debates, a too common complaint with similar societies. Altogether it is a most satisfactory report, and a brilliant statement of accounts, but it is embittered by the announcement that Mr. Wade has determined to resign his Secretaryship; and it will be difficult for the Committee to discover a successor.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 9th July.

THE HEALTH OF THE GERMAN EMPEROR.

Sir Morell Mackenzie has informed an English journalist that the Emperor of Germany suffers from an aural malady.

TROUBLES IN ZULULAND.

The rebellion in Zululand is spreading seriously.

[FROM THE "N. C. DAILY NEWS."]

LONDON, 4th July.

O'DONNELL'S SUIT AGAINST THE "TIMES."

Mr. F. H. O'Donnell's action against the *Times* has been commenced. Sir Richard Webster, the Attorney-General, contended that the libel applied to the whole Parnellite party and read letters signed Parnell, shewing his connection with the Fenian leaders, also Byrne's acknowledgment of Parnell's check shortly after the murder of Lord Frederick Cavendish.

[FROM SINGAPORE AND RANGOON PAPERS.]

LONDON, 3rd July.

PARLIAMENT.

Mr. Balfour introduced a Bill for raising large loans for Arterial Drainage in Ireland.

LONDON, 4th July.

DEFEAT OF THE BRITISH IN ZULULAND.

There has been severe fighting in Zululand, and the British force, consisting for the most part of native levies, has been totally routed by the rebel Ishingana.

Both sides lost heavily.

BRUSSELS, 21st June.

FURTHER PARTICULARS OF STANLEY'S POSITION.

Information has been received from the Congo Free State, that a relief expedition is being organized at Leopoldville for the relief of Stanley, who, it is reported, is surrounded by natives and is unable to effect a retreat.

LONDON, 22nd June.

News has arrived from the Congo, stating that the Arab deserters who have reached the entrenched camp at Yambango, at the foot of the Aruwhimi Rapids, report that Stanley's force is entangled in a mountain forest of the region beyond the Upper Aruwhimi since the middle of April last. The expedition, they say, is reduced by one-third through sickness and the continuous onslaughts of warlike tribes. They also assert that Stanley was severely wounded by an arrow during one of his engagements with the natives through whose territory he passed. They further state that the place where Stanley is encamped is surrounded by hostile natives, and he is unable to communicate either with Emin Pasha or Major Bartlelot, whom Stanley left in charge of the camp at Yambango.

LECTURE ON ANCIENT ENGLISH HISTORY.

Last night the Hon. E. L. O'Malley gave a lecture on the above subject in the Garrison Theatre to a crowded and appreciative audience.

Colonel CRASTER, who occupied the chair, introduced the lecturer, who was received with applause.

Mr. O'MALLEY, starting from the Roman occupation of Britain, gave by means of a large map a most interesting account of the early inhabitants of the various points of Britain, and explained to his audience their customs both in times of peace and war, and gave descriptions of the animals that infested both the northern and southern portions. The conquest of Britain by the Romans was, said the lecturer, a lucky thing for England. As Britain in one direction and Russia in another direction in the present day were spreading out their power and obtaining possession of outside islands, so did Rome become in possession of England. The Romans conquered the island with very little trouble, and when they had done so they started to better the inhabitants by a wise and mild rule which gradually won the allegiance of the wildest of the native tribes. Whatever the Roman soldier went he was successful, and one great secret of his success was the enormously strict training that these men were subject to in times of peace. The Romans, whenever they conquered a country, built roads there, and the roads that they made in Great Britain were beyond anything else the cause of opening up the country so quickly. The roads that they made were structures built with wonderful patience and were of great strength. They remained to the present day as monuments of their skill long after the power of Rome had died away. The Government of the Romans also gave to England post houses, fortifications, and wonderful canals. The Picts and Scots, who occupied the whole of the north of the Island became troublesome, and to stay their inroads that structure known as Adrian's Wall was built. The Romans, clever and powerful as they were, had always during their whole history made use of every possible natural advantage in their work of conquest. The lecturer then entered into a description of the soldiers of the Roman Empire, their phalanxes and legions, which was listened to very attentively. The Roman theatre at St. Albans, the remains of the temples at Bath, and the remnants of Roman manufactories in Northamptonshire were also fully described. When the Romans were forced to withdraw their legions and let the Britons take care of themselves, owing to troubles nearer home, the Jutes, those noted pirates from Denmark, and the terrors of the northern seas, together with other bands of marauders, made continual raids on the east and south coasts of the island, and finally, under Hengist and Horsa, two great chiefs, landed in force in Kent, and, after a great battle, occupied the country. At the same time the north-east coast was invaded by the Angles, and those were the people who had given our island its name to-day—England. Gradually the natives of the country were driven back by these tribes till at last the Saxon conquest was an accomplished fact. This conquest drove the Britons, Celts, Gaels, Picts, and Scots out of the country, and took from them all their possessions. From the day that the Saxons, Angles, and Jutes conquered Britain, bringing with them their free lives and their free institutions, up to the present time, it had been the boast of Britain that every Englishman was a freeman. For Englishmen, and especially for English soldiers, the devotion and virtues of their ancestors, and their trials and troubles, were things worthy of all attention.

A vote of thanks, proposed by Colonel Craster, concluded the proceedings.

PRESENTATION TO CAPTAIN LEE.

A most pleasing ceremony was performed on board the Canadian-Pacific steamer *Abyssinia* yesterday morning, when Captain G. A. Lee was made the recipient of a handsome medal and an excellently worked flag by several Chinese residents and others.

Messrs. Kun Cho Ti, Wing Cheong Kut, Huk Tak Wah, Wing Cheong Sing, Hing Loong, Sing Wah, Ching Ahoy, and Fok Kum Shing headed a deputation that boarded the *Abyssinia* at about 11 o'clock. On arriving on board the visitors unfurled the flag and hauled it up to the foremast of the steamer, accompanying the proceeding with a long continued cannonade of Chinese crackers, which were fired from the yards. The deputation was invited below by the captain, and

Mr. CHING AHOY said that it gave him, as well as the other subscribers, great pleasure in presenting to Captain Lee the flag they had just hoisted, and the medal, and he was certain that such tributes to his qualities as a captain were fully deserved. Thirty-seven Chinamen, most of them half dead, had been shipped by him from San Francisco, and owing to his constant kindness and attention only eleven had succumbed on the voyage. The other two hundred and eighty passengers were all unanimous in expressing their thanks for the way in which they had been treated by him.

Captain LEE, in responding, thanked the donors of the gift, and assured them as well as the Chinese community that he would never act towards his passengers, whether Chinese or others, in any but a proper and liberal spirit. He trusted he might never prove unworthy.

The health of the captain was then drunk in bumpers, after which the deputation left the ship.

The flag that the captain was made the recipient of, was made of heavy silk, bordered with red, and having a green body with long streamers. On the body of the flag were the words "Presented by the passengers," while in Chinese characters was the following—"This flag belongs to Captain Lee of the steamship *Abyssinia*. It means that his Chinese passengers have good cause to be content with his treatment. He loves his passengers as he loves himself."

The medal was a $20 gold piece with the ordinary eagle and motto on one side. On the other side was the inscription—"Presented to Captain G. A. Lee, of the steamer *Abyssinia*, by the Chinese passengers from San Francisco to Hongkong, as a token of esteem and respect. June 1888. Oo Hark Yee Kai."

The *Abyssinia* left here for Vancouver yesterday afternoon.

A DAY IN THE HONGKONG POLICE COURT.

(CONCLUDED.)

The ancient dame who occupied my attention last week has left the court and gone to Heaven knows where in the crowded labyrinth of Chinese dwellings in the Western portion of the town. On a future occasion I may perhaps be daring and impertinent enough to track her even into the household in which she resides, but for the present she has vanished, and, in consequence, there is quite a death-like calm pervading the Court-house, so lately full of her bombastic loquacity.

Here is another Indian constable—bear with me if these Indians are getting monotonous; I don't make up the round of work for the Magistrate, so the fault is not really mine. He is charging a mild faced snivelling old man with causing a conflagration in the public street. Surely they have made a mistake. A broken down old mule like that committing arson! The very idea seems absurd, but there can't be any mistake about it, so the only thing to do is to listen to what it all means. Well, we do listen, and find out, much to our disgust, that the prisoner has been caught red-handed in the diabolical act of lighting his nightly joss-pidgin on the foot-path fronting his tenement. The old fellow, uncertain whether to laugh or cry at the charge, answers in a shaky voice that he has served his idols of wood and stone for 60 years. Every day of his life has he performed the graceful act of homage for which he stands in the dock, and he opines that it is very hard that the whole system should be violently upset just because a durned Hindoo takes it into his head to get up a case, and spoil at one fell blow the whole pile of good marks that Confucius has been putting alongside his name in the starry hereafter. The prisoner is dismissed with a caution, the Magistrate being no doubt imbued with the sense of British justice that teaches him to feel for a man whose deities have been so seriously outraged.

"Merciful Providence," Mark Twain remarks, "has given the female inhabitants of a certain country—the custom of concealing their heads and faces when walking, and I am full of veneration for the practice which leads them to cover up such atrocious ugliness." Such a thought as this comes over us when we see the parties in the next case, which is one that has been occasioned through a wordy warfare between some ancient Portuguese females. The complainant has that milk-and-water expression on her face that tells, as plainly as looks can, that this is not her début in the box, and the row of five defendants, of whose faces there is little to be seen (the rest being covered up by the thrice blessed black wrapper above mentioned) stand leaning back against the dock, waiting for the onslaught. The affair is one of the usual sort, hard swearing in the gentle intonations of the *jargon* of Macao being a common thing among these parties. The more they swear, however, unlike devotees to that habit among our own nation, the less violent they get, and the most appalling conversational mud is thrown by their shrews when they are most tranquil and bestable to weigh their words. They will be before the Magistrate again next week, maybe in reversed positions, and another dreary fifteen minutes will be wasted by these precious harridans in repeating foul language for the benefit of the Court and the public in general. "The same old crew," is always the remark passed when Inspector H —— catches sight of their dingy hoods and questionable boots. There is a grim satisfaction, however, in pondering over the fact that they are "old, so old, and soon must die." Let us hope so.

I have often wondered if in the Chinese mythology there is a god whose status is the same as that of our own much reviled Bacchus. After mature consideration, however, I have concluded that there is not, and that in the absence of this jolly divinity, the many-sided Joss is made to take his place. There stands, or rather tries to stand, in the dock now a picture that John Leech might not, in his palmiest days, have been chary about immortalizing—an inebriated Mongolian. He leans forward with his head reposing on the palm of one hand, and tries to look at the Bench with his leaden orbs. Needless to say this attempt is a miserable failure, and all that he is certain about seeing is a cut glaring at him from the top of a punkah, while an Inspector's helmet and a clock are clawing away, in a most menacing manner, at his back. To keep off these demons, his right hand is being gently waved to and fro. When he is sentenced to 14 days' imprisonment the phantoms vanish, and in their stead stands the stern reality of P.C. No. 219. The latter attempts to lead his fallen brother in the usual manner, by the queue, but, not being authorised to scalp the prisoner, and, as his frequent lurches rather seem to promise such a catastrophe, he takes the more humane course, and lifts the "drunk" away by the arms. The native spirit may no doubt be blamed for this deplorable incident, so I hasten to state that a strong odour of gin (the name for which in Chinese signifies "calamity water") pervaded the whole Court-house for some minutes after the prisoner's departure. I myself do not drink, nor do I know what gin smells like, but I was informed that it *was* gin by Inspector X ——, who certainly ought to be a good authority on these matters. I hasten, also, to state that he is of course a good authority, purely because of the frequency of such cases. I deem this explanation necessary, because some evil minded people in Hongkong would only be too glad to jump at a conclusion far, far, from correct.

The remarks of an interesting looking but dirty infant turn away our reflections from the contemplation of the horrors of drink, and, brought down to things mundane again, we see that the howling lump of humanity is held in the arms of a stalwart female, enclosed within the grim bars of the dock. The shrieks of her olive branch are so appalling that even a Chinese policeman, who is giving evidence against the lady, and who does not count his eloquence as anything extraordinarily fine, objects to proceed. At the order of the Bench, the little trouble is removed from the court by a giant Sikh, whose moustaches alone are ferocious enough to scare it to death. The shrieks get fainter, and, when they have died away, the mother, who, although flustered by the inhumanity of the Bench in ruthlessly depriving her of her offspring, manages to retain her self-possession, answers with great outward calmness to a charge of selling unwholesome fruit. "If the magistrate doesn't believe that my fruit is good I will cut off a cock's head on it, or, if he won't believe me then, I'll eat all my fruit." The bench, however, is merciful, and, rather than sacrifice the lives of both the fowl and the defendant, fines her $5, or, in default, 14 days' hard labour. The fine is paid, and there is unlimited joy on both sides when the vendor of bad vegetables resumes her off-spring, and marches off triumphantly with her baby and her bananas. There is one thing to be said before I dismiss this Chinese "squaller" nuisance. The public of Hongkong are never annoyed by its presence at the opera, or at a pleasant social gathering. Certainly opera is rare, and we never have any pleasant social gatherings, but that is not the fault of the "squallers," and the fact remains that youngsters do not cry at such meetings. It cannot be denied that this is a point in their favour.

"Next case, please, Mr. Interpreter."

"Yes, sir," answers that functionary handing the Bench the charge. "Kum Sing v. Thomas Walsh. Thomas Walsh, you are charged with being drunk and disorderly in the Sailor's Home, and with attempting to stab the complainant. Guilty or not guilty?"

"Well sir," remarks a sandy looking loafer, "I don't know nothink about the bloomin' thing."

The Bench—You were drunk, weren't you?

Prisoner—Yes, your Worship. I couldn't see five yards in front of me. As for striking the complainant, I wouldn't 'urt a fly, leave alone a Chinaman.

I think $2 or one week will meet your case. Be more careful next time.

I will that, your honor, but yer see I've just been paid off, and when Jack's ashore yer know the old sayin' that he don't know any more than a 'arf price hinfant what he's a-doin' of, and there's a ——

But here the exuberance of the "'arf price hinfant's" verbosity is rudely broken off, and he is hurried away into oblivion.

An unabridged report of the evidence of first witness in the next case, the facts being elicited by the combined attacks on the witness of the Bench, the Interpreter, and two Solicitors:—"Last Sunday morning, I saw defendant, who is my brother, playing with two other boys in the street. I asked him to go and get medicine for his mother, who was ill. She is not my mother. I do not know who the doctor is. My father is not defendant's father. This affair happened on a Tuesday. We are not brothers. Yes. The other man who were playing with me, when my brother came and asked me to go for medicine, were friends of mine. I did not say that my brother was playing. I was hit on the head three times with his closed fist. I am not sure who hit me. My father has been dead six years. He lives in the same house as my brother and myself. Defendant is my brother. I have no brothers. My mother is defendant's kinswoman. She is 42 years old and married. Her husband is alive. When I was attacked my brother was carrying medicine for my mother. I would recognize the other men anywhere. I have two bruises on my leg, where my brother kicked me. I did not say that I was hit on the head. I am an orphan. I do not know defendant. I think he is a coolie. He has been living with me for 11 years in the same house. I have been laid up for some days with the hurts. That is all I have to say. This affair happened in Winglok-street. No. Yes. I was in a sampan when I was hit. The blows were numerous. They were inflicted with a sharp instrument, like a flat-iron."

The stage, or to be more exact the floor, is next trodden by the two actors in a little domestic drama, during the course of which, judging by appearances, everything has not gone like beer and skittles for the hubby. We draw this conclusion from the marked air of dejection that hangs about his lower lip, and the generally pathetic look of his henpecked countenance. Several tiger-like scratches on his old parchment like lineaments tend also to show that our conclusion is not very far from being the correct one. The lady of his choice is in the dock a prisoner, and he, no longer under her soothing influence, does not hesitate to enumerate instances of her shameful conduct. According to his own account, the defendant became the wife of his bosom a year ago, and a short month after the happy event he became aware that the thing he had been cherishing and murmuring pathetic love ballads to in Chinese was a veritable wasp that would turn and sting him. This estimate of the character of his better half was proved to be correct last Tuesday, and the wasp stung him, not with a venomous tail, however, but with a wooden stool, a plate, and a log of wood. Hubby, unused to such a violent demonstration of affection, and being a man of few words and prolific mental capacity, spoke not, but got up and signified his intention of calling in the police. Immediately on his wife understanding this, she, being as all women are, according to Scott, "Variable as the shade," changed her tactics, and begged the pardon of her lord and master, in honeyed sentences. The consequence of this stratagem was that she was taken into his arms a second time, and he was also taken in a second time, as subsequent events were to prove. Tuesday night passed happily, and the breach seemed healed. Punctually at 10 a.m. on Wednesday, however, the demon of discord was again rampant in the house, owing to the defendant's having picked a quarrel about the way in which he had lit the Joss candles. For about twenty minutes the dining-room was a mass of flying teapots, tables, stools, sticks, and knives, most of which successfully struck the prosecutor. He stood the onslaught manfully for that length of time, but then, through sundry ejaculations emanating from his wife, he gathered that she was preparing to throw herself at him. He then thought he was justified in leaving her alone, and reported the matter at the Station. Throughout this melancholy tale the sobs of the defendant have been echoing through the Court-house, and this little exhibition on her part is no doubt the reason of the afterpiece from the witness "I don't press the charge." In accordance with this, the Magistrate, after reading the culprit a lecture on domestic happiness, discharges her. The couple meet outside, and wend their weary way to that home which, alas, can never more know the blessings of true and unembittered love. It is only with a mighty effort that we restrain ourselves from weeping. That we do so successfully is no doubt owing to the fact that the occasion is too impressive for tears.

Santissima Trinidad y Rodriguez de Santa Xavier Joseph Barcelona, for assaulting a Chinese constable; Mak Aling, for calling out in No. 5 District; three other Chinese, for larceny; a German sailor, for petty theft; are brought up in quick succession and sentenced to various terms of imprisonment. And now the hands of the clock are closely creeping round to 5.30 as the last occupant of the dock, half asleep, gets up to answer the charge against him. It is gradually getting dark, and everybody, from the Bench to the Chinese constable standing guard over the prisoners' dock, is heartily sick of the long weary day's work. The one or two lawyers who are left in Court are lazily drawing natural history pictures on odd bits of blotting paper, while the Bench finds solace in attempting to digest the end of its magisterial quill pen. The reporters look angelic in calm repose, their heads resting on the table, and their papers and pencils scattered in every direction in a state of utter confusion. The only sign of life in the place is the punkah which flits to and fro even more nimbly than when we started the work of the day. The last case is dealt with, the Magistrate making a supreme effort to conquer his lethargy and pronounce sentence. Then comes the final click of the little gate as the prisoner is hurried off to the penitentiary, and within a minute the big room is dark and empty. And day after day the same round of work goes on, the monotony being varied occasionally by an interesting case or a foolish decision from the Bench. For a Magistrate, however, to keep his temper, and to be right in every case in such a police court as we have just visited, one would want somebody of almost superhuman mind. The weary round of cases, the monotony of the charges, and the bungling of some bad interpreters, who now and then officiate, are trying to a very great extent. Concerning the latter nuisance a well known solicitor said to me only yesterday "I am positive that half the cases in this court are lost, and half the guilty prisoners get off scot free, through this fearful interpretation."

"Chair, massa?" Chair, sir?"

Yes.

Which way you walkee?

Hongkong Hotel; and two thirsty wanderers are borne away to participate in the joys of nineteenth century nectar and ambrosia at 25 cents

and Praya, and by the construction, now for the first time rendered possible, of the low level tramway. It will considerably augment the revenue derived from Crown rents and from the taxation on 1,300 new houses. It will give to the Crown for sale, or for public purposes, 5 acres of land, worth, after all expenses of reclamation are paid, over two millions of dollars. All this will be done at the expense of the marine lot-holders, without responsibility or expense on the part of the Government as a Government, and without raising any of the many troublesome questions about relative rights, or still more troublesome claims to compensation that under other circumstances must surely arise.

I have the honour to be, Sir,
Your most obedient servant,
C. P. CHATER.

To the Hon. Frederick Stewart, LL.D., Colonial Secretary.

No. 922.

Colonial Secretary's Office,
7th July, 1888.

Sir,—I am directed by the Governor to acknowledge the receipt of your letter, dated 4th July, conveying information of the result of the recent meeting of marine lot-holders.

While the unanimity of the lot-holders is so far satisfactory, that it would render comparatively easy the carrying out of the proposed scheme of Reclamation by means of private funds, His Excellency desires me to point out that this unanimity must not be regarded as deciding the question, either as to the permission of the contemplated Reclamation or, if it be permitted, as to the mode of carrying it out.

As mentioned in my letter of the 23rd ultimo, the final decision on these two points rests with Her Majesty's Government. The view taken on the first will probably depend on the advice of the Marine Engineers who may be consulted on the subject; and the judgment on the second will, no doubt, be largely influenced by local opinions obtained with respect to the rights of the marine lot-holders.

His Excellency deems it right to repeat thus emphatically his reference to the necessity of sanction by Her Majesty's Government, not merely because some passages in your letter seem to imply inadequate appreciation of this requisite condition, but in order to preclude losses from speculative land purchases made in the belief that that is certain which is by no means certain.

Further to add that whatever may be the ultimate decision, the part which you have taken in initiating the scheme, and the last of the preliminary surveys having been at the expense of of the lot-holders, will not, course, be omitted from consideration.

I have the honour to be, Sir,
Your most obedient servant,
FREDERICK STEWART,
Colonial Secretary.

The Hon. C. P. Chater.

Hongkong, 9th July, 1888.

Sir,—Referring to my letter of the 4th inst., in which I informed His Excellency the Governor of the result of the meeting of the marine lot-holders held at the City Hall, I have now to acknowledge the receipt of your reply of the 7th inst., in which, by desire of His Excellency, you point out, that, although the unanimity of the marine lot-holders at that meeting is satisfactory as holding out a prospect of the completion of the Praya Reclamation Scheme by means of private funds, yet that unanimity must not be regarded as settling the question, either one way or the other; that permission had yet to be obtained from the Home Government for the work to be undertaken at all, and thus it will be for the Home Government to decide if it gives permission for the work, in what manner, and by whom it shall be carried out.

You further point out that the giving of the permission will probably depend upon advice to be obtained in England from Marine Engineers, and that legal opinions as to relative rights of the Crown and the marine lot-holders will have much influence on the determination of the mode in which the work, if permitted, will be carried out.

Will you do me the honour of informing His Excellency that I thoroughly understand that, although the Local Government and the marine lot-holders here have come to an agreement on the Praya Reclamation Scheme, have agreed as to the work being done, and as to the mode in which it is to be done, that agreement depends entirely for its validity on the consent and approval of the Secretary of State for the Colonies, and lest any doubt should remain in the minds of the public on the point, I propose, with His Excellency's consent, to have this correspondence inserted in the public newspapers. I cannot, however, imagine that there will be any difficulty in obtaining the cordial assent of the Secretary of State to the agreement come to between His Excellency's Government and the marine lot-holders; I see no engineering difficulties, in fact, no question to be submitted to Marine Engineers at all. The work proposed to be done is neither new to the Colony nor difficult. The Reclamation at West Point, opposite the Slaughter House and Marine Lots Nos. 126, 177, and 182, was successfully carried out some two years ago in much deeper water than any portion of the new Praya Wall extends to, and where there were much stronger currents.

The Godown Company's reclamation on the Praya West, and the Government reclamation for the Western Market in front of the Sailor's Home, are being carried out to the line of the proposed new sea-wall and in water deeper, with one exception, than along any section of the proposed works. Our engineering knowledge and experience in the Colony is fully equal to pronouncing a judgment on the work proposed.

On the legal question, not being a lawyer, I cannot express myself so confidently, but His Excellency will find on investigation that all previous reclamations have been carried out under agreements with the marine lot-holders and none of them on terms so advantageous to the Crown as this, and I beg to hand you, for His Excellency's consideration, Mr. Francis's opinion on the subject. You will see that while recognizing to the fullest extent the rights claimed by His Excellency for the Crown in the foreshore and in reclaimed land, he questions the right of the Crown to make reclamations without the consent of the marine lot-holders, to whom when it granted a lease of a marine lot, it granted certain rights of access to the sea which it cannot, without their consent, take away.

Thanking His Excellency in the name of the marine lot-holders for the great interest he takes in the work, and for the careful attention he has given to all our views and representations, I have only to beg of him to give us his full support with the Secretary of State for the Colonies, and I feel assured that, if he does so, all difficulties will vanish.

I have the honour to be, Sir,
Your most obedient servant,
C. P. CHATER.

The Hon. F. Stewart, LL.D., Colonial Secretary.

THE RECENT DISTURBANCE IN SEOUL.

The *N. C. Daily News* gives the following from the *Shanghai* in its translations from native papers:—

Letters from Japan give the following particulars of the recent outburst in Korea. The Koreans having lost many children by kidnapping lately, rumours arose that the Europeans and Japanese were inveigling them away, cooking and eating them. A woman who lived near a Japanese house having lost two children, went about searching for them and calling them by name in a lamentable voice, so that all who heard her were moved; and this was the immediate cause of the disturbances. The Government knowing that people's minds were in a ferment, had proclamations posted up to inform the people that its detectives were hard at work searching for the kidnappers, and that any people who lost children should come and report the circumstances. On the 12th and 13th June a Japanese resident saw a Seoul man tightly bound with straw ropes lying by the side of the street, with, lying handy, three or four stout cudgels for the convenience of passers-by who might feel inclined to stop and give him a few blows, and every native who saw him reviled him as "conspiring with foreigners to do this great wickedness." On the 18th June a man also lay bound in the principal street of Seoul, with sticks lying near him for this torture of the gauntlet; his whole body was one mass of wounds and bruises, and the next morning he lay dead with nails five inches long driven through the most tender parts of his person, and the boys who passed were throwing filth over the body, a horrible sight. The Japanese asking who he had been, was told a man who had previously been convicted of kidnapping.

On the 18th June the Japanese Minister went to the Korean Foreign Office to make enquiry, and on that day Korean soldiers in parties of seven, armed with spears and swords, searched the Japanese merchants' houses, and the Korean sugar-shops, and sugar being sometimes used by kidnappers as a means of luring children away, smashed their sugar pots, and took away some of the men. On the 18th June some thirty Seoul men beset the house of an American Missionary howling and yelling for his blood, but the Missionary luckily escaped with his wife. Complaint being made to the U. S. Minister, on the 19th June, H. E. called a meeting of the foreign Ministers at his Legation, at which the Chinese Minister owing to illness was not present. Application was made to the foreign man-of-war for help, and that night the Russians sent 8 men, and the following morning 16 more, who arrived, armed to the teeth, in small boats, at Seoul. The Americans sent 50 marines, and next the French sent a force of 30. On the 19th and 20th June, British and German marines and sailors also arrived to guard their chapels, and on the 20th the Japanese Consul, the Commanders of two Japanese men-of-war, and about ten armed men arrived in the Capital. The Korean Government now became seriously alarmed, and being candidly informed by one of the Ministers that if it could not keep order and restrain the agitation, the foreign Governments would have to take measures to do so by keeping an armed force permanently in Korea, set a strong force of soldiers to do so themselves, and issued reassuring proclamations to the people. The excitement has now, as we learn from the same Japanese letter, greatly calmed down.

THE GERMAN MAIL.

The N. D. L. steamer *Preussen*, with the German mail of the 12th June, arrived here yesterday morning. The following telegrams are from Ceylon papers:—

THE DISTURBANCES IN ZULULAND.

DURBAN, 24th June.

The Zululand police and reinforcements which have been sent to the Resident Commissioner in order to punish Dinizulu and other Usutu leaders for theft of cattle, have not yet been able to make a forward movement. News has been received here to-day that the followers of Dinizulu and the Usutus have again defeated Usibepu and afterwards attacked a British police post on the border.

GREAT ARMAMENT VOTE IN THE FRENCH CHAMBERS.

PARIS, 23rd June.

The French Chambers to-day voted a preliminary credit of 388,000,000 francs, for the Artillery and Engineers of the active French Army.

THE VOTE OF CENSURE ON THE CRIMES ACT.

LONDON, 26th June.

In the House of Commons last evening, the orders of the day having been postponed, Mr. John Morley and not Mr. Gladstone moved a vote of censure on the working of the Criminal Law and Procedure Act in Ireland. Mr. Morley inveighed against the brutality with which the Act was worked by the orders of the Government, and pointed out that Mr. Dillon was sent to prison with the object of killing a political opponent.

Mr. Goschen in criticizing the speech of Mr. Morley, insisted that the Act was gradually proving to the people of Ireland the power of the law, and he did not despair that its enforcement will result in putting an end to agrarian troubles.

The debate on the vote of censure has been adjourned.

LONDON, 27th June.

In the House of Commons the adjourned debate on the vote of censure was resumed last evening. Mr. Gladstone attacked the injustice which prevailed in Ireland and the incompetence of several magistrates who had been appointed to enforce the provisions of the Crimes Act. He assailed Government for the discreditable treatment to which the member for East Mayo had been subjected under the working of the Act.

Mr. Balfour, in replying to the debate, maintained that the policy of Government towards Ireland has succeeded beyond hope, but in the meantime much remains yet undone. Government, he said, aims at securing prosperity to Ireland on the basis of maintenance of law in that country.

The division was taken, and the motion was rejected by 362 against 273 votes.

PRESS COMMENTS ON THE EMPEROR WILLIAM'S SPEECH.

LONDON, 26th June.

The English press extols the tone of the Emperor William's speech in the Reichstag yesterday, and draws attention to the friendly allusions made therein with respect to Russia.

PARIS, 26th June.

The French press admits the pacific tone of the Emperor of Germany's speech, but notes its silence regarding France.

VIENNA, 26th June.

The Austrian press rejoices at the confirmation of the Austro-German alliance by the Emperor William the Second, and hopes that Russia will join the Peace League.

PROPOSED MEETING OF THE GERMAN EMPEROR WITH OTHER RULERS.

BERLIN, 27th June.

It is reported that the Emperor William will have separate meetings with the Czar, the Emperor of Austria, and the King of Italy during the autumn.

CLAIMS AGAINST THE LATE BURMESE GOVERNMENT.

RANGOON, 20th June.

The Government of India has commenced settling the claims against the late Burmese Government. M. Charriot and Charmettant, of Lyons, have been awarded Rs. 29,000 for their claims of Rs. 42,000; the difference was disallowed, being estimated profits on silks and velvets sold to King Theebaw. The goods were found in the Palace, and were sold for the benefit of the prize committee. The Government states that, in allowing the net original cost, it is a matter of grace on its part and not one of legal right.

[FROM LATE LONDON PAPERS.]

THE FACILITIES FOR INVASION.

In the House of Commons on the 11th June, Sir R. Temple asked the First Lord of the Admiralty whether he had noticed certain statements publicly made regarding his estimate of 480,000 tons of shipping for the conveyance of 100,000 men from France to England; whether he adhered to that estimate; whether he could give the average tonnage per man and horse from Bombay for the expeditions to Abyssinia and Cyprus; and whether the average for a man was less on a short voyage, as compared with a long one, while the average per horse remained without material difference.

Lord G. Hamilton—The figures which I gave the other day as to the transport necessary to enable 100,000 men to land and seize London by surprise, I took into consideration the only conditions under which such a feat comes within the range of possibility; first, that the disembarkation of the army from the ships conveying them was simultaneous; second, that the army so disembarked was capable of rapid movement. The estimate of 480,000 gross tons required for the invading force was on the assumption that the force would be equivalent to three Army Corps constituted as regards cavalry and artillery, &c., as laid down on page 198 of the "Soldier's Pocket Book" (laughter); and the 480,000 gross tons estimated to be required, is equivalent to 312,000 tons net, which is at the rate of 1½ ton per man, and four tons per horse. In the "Soldier's Pocket Book" (renewed laughter), at pages 197 to 202, minute calculations are made of the tonnage necessary to convey troops (1) on short voyages, such as crossing the Irish and English Channel; (2), for voyages not exceeding a week; and (3), for long voyages. According to these tables the estimate per man and horse, on the first supposition, is 1½ and 2½ tons respectively, and on these data the transport of three Army Corps would take in gross tonnage 399,330 tons, as against my estimate of 480,000. But the details contained in the "Soldier's Pocket Book" as regards the requirements for sea transport were furnished by the Transport Department thirteen years ago. Since that time the Department has had greatly extended experience of the capacity of steamers especially of the modern type, and although the estimate then made holds good for long and medium voyages, it has been found that modern steamships do not afford deck space, free from deck-houses, steam winches, and hatchways, sufficient to allow of standing horses with only room enough for them to be fed and watered on an average net tonnage of two-and-a-half tons per horse, and therefore the more accurate estimate of four tons per horse was substituted for that of two-and-a-half tons. I further find that the problem represented by Supposition No. 1 in the "Soldier's Pocket Book" was not for moving a force to a hostile country but from an English port to one friendly port across the Channel, in which case it would be insured that the troops and horses could be disembarked at once. Moreover, it assumes that no opposition from a hostile fleet need be taken into consideration. In the case now under consideration the embarkations would have to be distributed amongst ports hundreds of miles apart—it could not be effected in less than six hours; and judging from the experience of Eupatoria, where, notwithstanding the aid of 350 boats from the men-of-war, it took eleven hours to land 30,000 men and 24 guns—it is not likely that the disembarkation of 100,000 men could be effected in a day. The problem, therefore, much more closely assimilates to Supposition No. 2—viz., a voyage of under a week, than Supposition No. 1—viz., a voyage of a few hours; and the Transport Department is satisfied that the tonnage has not been over-estimated, if the force referred to be three complete Army Corps capable of rapid movement. Assuming, however, that instead of three Army Corps we have to consider the force which Napoleon contemplated dispatching in 1805, viz.:—155,000 men, 14,000 horses, with 432 guns. The tonnage required, according to the "Soldier's Pocket Book," would be under Supposition 1, 269,000 tons net, equal to 411,670 tons gross; under Supposition 2, 397,600 tons net, equal to 608,328 tons gross; or, according to the expectation of the Transport Department, 390,000 tons net and 445,077 tons gross. My figures are based on the practical data of daily experience and ascertained facts, and upon the knowledge that difference between gross and net tonnage is yearly increasing, owing to the greater space and power of the engines and boilers and coal bunkerage of modern passenger ships; and I adhere to them as correct. The information respecting the expeditions from India to Abyssinia and Malta (for Cyprus) cannot be furnished at once in a form available for comparison. A greater proportionate reduction on short voyages can be made for men than can be for horses which occupy the same standing room in all cases—while men require to lie down to sleep on long voyages. (Cheers).

In answer to Mr. Childers, Lord G. Hamilton promised to see if a more detailed statement could be laid before the House.

MISCELLANEOUS ITEMS.

LONDON, 11th June.

The Prince and Princess of Wales were present at Cambridge University on Saturday, when honorary degrees were conferred upon their eldest son, and upon Lord Salisbury, Lord Rosebery, Lord Selborne, Lord R. Churchill, Mr. Goschen, Mr. Balfour, and others. Mr. Bright was prevented by his illness from attending to take his degree. At a luncheon which followed, the Prince of Wales, in responding to the toast of his health, expressed the pleasure it had given him to be present at the ceremony, and at the honour Prince Albert Victor felt at receiving his degree among so many distinguished men. Lord Salisbury, in replying to the toast of the Honorary Graduates, said he regretted the absence of Mr. Bright, whom all would have rejoiced to have seen present, to witness the deep veneration in which his name is held by every class and type of Englishmen.

The Duke of Cambridge, speaking at a luncheon to Officers [illegible] a new park, referred to the defensive forces of the country. He said we were now in no more immediate danger than we have been for years past, but our safety and security depended on the condition in which our Naval and Military institutions were kept up.

About two hundred members of the House of Commons, including Lord Hartington and Mr. Chamberlain, went to Portsmouth on Saturday, on the invitation of Lord C. Beresford, and, having inspected the ships in course of construction, witnessed some submarine mine experiments in Porchester Creek, and an attack by torpedo boats on H. M. S. *Hero*, at Spithead.

LONDON, 12th June.

Mr. Chamberlain last evening introduced to the Secretary for War a Deputation from Birmingham, who urged the Government not to reduce the establishment at Sparkbrook. Mr. Stanhope said Sparkbrook was bought by the Government as a place for repairs, and not for the manufacture of arms. It had been decided to have only one Government manufacturing establishment for the new magazine rifle; but orders would be given to the trade in Birmingham which would give employment for a considerable time.

The inquest as to the death of the six persons who lost their lives in the fire at Messrs Garrould's, in the Edgware-road, was concluded yesterday. After the evidence of Captain Shaw and other witnesses, the jury returned a verdict to the effect that death was by misadventure, through great carelessness on the part of a servant, and that two firemen, Holloway and George, committed a gross dereliction of duty, deserved the severest censure, and were unworthy to remain members of the Metropolitan Fire Brigade.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 11th July.

EXPORT CARGOES.

Per steamship *Sachsen*, sailed on the 5th July:—For Amsterdam—11 cases merchandise. For Bremen—47 cases champagne, 3 cases chinaware, 141 rolls matting, 6 cases effects, and 2,603 cases tea, from Foochow. For New York—2 cases silk piece goods, 281 cases fire crackers, and 6 cases fans. For Antwerp—503 cases gallnuts, 160 cases merchandise, and 1,000 bags coffee, from Manila. For Constantinople—5 cases glass bangles. For Beyrouth—5 cases glass bangles, 3 bales silk, and 42 packages tea. For Hamburg—6 packages silk, 5 packages tea, 8 cases ginger, 152 bales feathers, 10 cases gum copal, 912 packages fire crackers, 12 cases cigars, from Manila, and 4 cases sundries. For Genoa—1 case plated-ware, 2 cases tea, from Foochow, and 160 bags coffee, from Manila. For London—476 cases fire crackers, and 2 cases treasure.

Per steamship *Palinurus*, sailed on the 7th July:—For London—25,242 lbs. congou. From Manila—300 bales hemp. From Australia—444 packages tin ore, and 1 package sundries. In transit—156 packages tea.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 3/0
Bank Bills, on demand 3/0½
Bank Bills, at 30 days' sight 3/0½
Bank Bills, at 4 months' sight 3/0½
Credits, at 4 months' sight 3/0½
Documentary Bills, at 4 months' sight 3/0½

ON PARIS.—
Bank Bills, on demand 3.80
Credits, at 4 months' sight 3.88

ON NEW YORK.—
Bank Bills, on demand 73½
Credits, 60 days' sight 74½

ON BOMBAY.—
Telegraphic Transfer 224½
Bank, on demand 225

ON CALCUTTA.—
Telegraphic Transfer 224½
Bank, on demand 225

ON SHANGHAI.—
Bank, at sight 72½
Private, 30 days' sight 72½

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—161 per cent. premium, buyers.

Union Insurance Society of Canton, Limited—$86 per share.

China Traders' Insurance Company's Shares—$72 per share, sellers.

North China Insurance—Tls. 285 per share.

Yangtsze Insurance Association—Tls. 97 per share.

Chinese Insurance Company, Limited—$185 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$74 per share.

Hongkong Fire Insurance Company's Shares—$340 per share.

China Fire Insurance Company's Shares—$77 per share, sellers.

Straits Marine Insurance Company, Limited—$25 nom.

Straits Fire Insurance Company, Limited—$19½.

Hongkong and Whampoa Dock Company's Shares—$8 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$122 per cent. prem., sales.

Indo-China Steam Navigation Co.'s Shares—12½ per cent. discount.

China and Manila Steamship Company, Limited—$75 per share, buyers.

Douglas Steamship Company, Limited—$55 per share.

Hongkong Gas Company's Shares—$135 per share.

Hongkong Hotel Company's Shares—$170 per share.

China Sugar Refining Company, Limited—$190 per share.

Luzon Sugar Refining Company, Limited—$60 per share, sellers.

Hongkong Ice Company's Shares—$81 per share.

Hongkong and China Bakery Company, Limited—$85 per share.

Perak Tin Mining and Smelting Company—In liquidation.

Punjom and Sungkie Dua Sumantan Mining Company, Limited—$11 per share, buyers.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$80 per share.

A. S. Watson & Co., Limited—90 per cent. premium.

Hongkong & Kowloon Wharf and Godown Co., Limited—$167 per share.

Singapore Insurance Company, Limited—$21 per share.

Chinese Imperial Loan of 1884 B—5 per cent. premium, nom.

Chinese Imperial Loan of 1884 C—9 per cent. premium, nom.

Chinese Imperial Loan, 1886 E—10 per cent. premium, nom.

Société Française des Charbonnages du Tonkin—50 per cent. prem., sales.

Hongkong High Level Tramways Company, Limited—210 per cent. prem., nom.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

July 11th.

Barometer—9 A.M.	29.80
Barometer—1 P.M.	29.75
Thermometer—9 A.M.	84
Thermometer—1 P.M.	90
Thermometer—4 P.M.	85
Thermometer—9 A.M. (Wet bulb)	80
Thermometer—1 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	81
Thermometer—Maximum	86
Thermometer—Minimum (over night)	83

CHINA COAST METEOROLOGICAL REGISTER.

10th July, 1888, at 4 P.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.67	62	—	NNE	2	f	—
Tokio	29.60	—	—	E	4	—	—
Nagasaki	29.63	—	—	SW	3	or	—
Shanghai	29.78	88	76	SSE	3	b	—
Amoy	29.71	83	80	SE	4	b	—
Hongkong	29.63	87	83	E	6	o	—
Haiphong	29.67	92	67	NNE	4	o	—
Bolinao	29.74	83	74	S	2	o	—
Manila	29.75	81	83	SW	2	op	0.10

11th July, 1888, at 10 A.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.52	61	99	SE	1	o	—
Tokio	29.74	—	—	—	0	—	—
Nagasaki	29.95	—	—	SW	2	—	—
Shanghai	29.83	81	85	SSW	3	o	—
Amoy	29.80	86	80	S	2	o	—
Hongkong	29.76	84	77	ESE	5	o	0.00
Haiphong	29.69	79	76	NW	2	or	—
Bolinao	29.74	84	79	NE	2	o	0.13
Manila	29.85	83	76	SW	3	o	—

The typhoon appears to have approached Amoy. At 10.30 a.m. directions to hoist the Ball were issued and at 1.70 p.m. to take it down.

W. DOBERCK.

Hongkong Observatory, 11th July, 1888.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.63	29.76	29.73
Temperature	87	84	84
Humidity	63	77	75
Direction of wind	E.	E.S.E.	E.
Force of wind	6	6	5
Weather	o.	o.	o.
Rain		0.90	

1.—BAROMETER reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B., blue sky; C., detached clouds; D., drizzling rain; F., fog; G., gloomy; R., rain; L., lightning; O., overcast; P., passing showers; Q., squally; R., rain; S., snow; T., thunder; V., visibility; W., dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 11th July, 1888.

VESSELS ON THE BERTH.

"GLEN" LINE OF STEAM PACKETS

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENCOE,"

Captain Mackinlay, will be despatched as above TO-DAY, the 12th inst., at NOON.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th July, 1888. [1307

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Hutchison, will be despatched as above TO-MORROW, the 13th instant.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours steam from Marseilles and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1888. [1157

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FOKIEN,"

Captain Lewis, will be despatched for the above Ports TO-MORROW, the 13th inst., at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 11th July, 1888. [1308

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"DIOMED,"

Captain Bigley, will be despatched as above TO-MORROW, the 13th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1888. [1282

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain D'A. de St. Croix, will be despatched as above on SATURDAY, the 14th instant, at THREE P.M.

This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th July, 1888. [1298

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer

"AFGHAN,"

Captain Roy, will be despatched as above on SATURDAY, the 14th inst., at FOUR P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 12th July, 1888. [1311

NORDDEUTSCHER LLOYD.

NOTCIE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA).

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports on or about the 14th July, a.c.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th July, 1888. [7

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE,"

will be despatched for the above Ports on the 11th instant.

This steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 7th July, 1888. [1272

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship

"FOOKSANG,"

Captain Bradley, will be despatched as above on or about WEDNESDAY, the 11th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th July, 1888. [1297

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"KHIVA,"

will leave for the above places on MONDAY, the 16th instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 11th July, 1888. [1310

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain B. Craig, will be despatched for the above Ports on MONDAY, the 16th instant, at FOUR P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 9th July, 1888. [1289

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"MALWA,"

will leave for the above places on TUESDAY, the 17th instant, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 6th July, 1888. [1

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MONMOUTHSHIRE,"

Cuming, Commander, will be despatched for the above Port about the 24th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 11th July, 1888. [878

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"MERIONETHSHIRE,"

Dowling, Commander, will be despatched for the above Ports about the 30th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 11th July, 1888. [1128

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA, & AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PEKIN," Captain P. Harris, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on SATURDAY, the 14th July, at NOON.

Cargo will be received on board until 4 P.M.; Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent

Hongkong, 6th July, 1888. [1

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.
ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 19th July, at NOON, the Company's Steamship "SAGHALIEN," Commandant Homery, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 18th July, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPREAUX,
Agent.

Hongkong, 7th July, 1888. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 19th July, at THREE P.M., taking Passengers and Freight for Japan the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 *p.c.* from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN Agent.

Hongkong, 4th July, 1888. [3

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 A.M., the Company's Steamship "PREUSSEN," Captain C. Pohle, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON. Cargo and Specie will be received on Board until 4 P.M., and Parcels until 10 A.M., on the 1st August, 1888. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th July, 1888. [7

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Bark

"ELECTRA,"

Jones, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd July, 1888. [

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK
at Current Rates.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [18

NORTHERN ASSURANCE COMPANY

THE Undersigned having been appointed Agents, in conjunction with MESSRS. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co.
Hongkong, 8th June, 1888. [1086

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [15

GENERAL LIFE AND FIRE ASSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [661

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [17

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [16

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
ESTABLISHED 1870.
HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	650,000
CLAIMS PAID	626,000
BONUSES PAID	369,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 30th March, 1888. [711

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [167

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co
Hongkong, 27th March, 1876. [13

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong 16th July, 1887. [19

THE MAN ON INSURANCE COMPANY LIMITED
HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [562

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [14

SUMMER TIME TABLE.

THE KOWLOON FERRY.
STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 1st June, 1888.

Leaves Kowloon	Leaves Kowloon	Leaves Hongkong	Leaves Hongkong
6.00 A.M.	1.30 P.M.	6.30 A.M.	1.45 P.M.
6.45 "	2.00 "	7.00 "	2.15 "
7.30 "	2.30 "	7.45 "	3.00 "
8.00 "	3.30 "	8.15 "	4.00 "
8.45 "	4.15 "	9.00 "	4.30 "
9.15 "	4.50 "	9.30 "	5.10 "
9.45 "	5.25 "	*10.00 "	5.40 "
*10.15 "	6.00 "	*10.30 "	6.15 "
*10.45 "	6.45 "	12.00 Noon	7.00 "
12.15 P.M.	7.15 "	12.30 P.M.	
12.45 "		1.00 "	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages [29

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON, and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 cents per Bale per month will be Charged.

ISAAC HUGHES,
Secretary.
Hongkong, 8th November, 1887. [34

WING TAI & Co
SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No, 25, PRAYA CENTRAL.
客發炭煤司公泰榮 [296

TIMBER.

THE Undersigned, Agents for Messrs. E. E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd November, 1886. [3

TO BE LET.

TO BE LET,
WITH IMMEDIATE POSSESSION.

2 DESIRABLE HOUSES in Caine Road, West End Terrace, opposite to Rose Villas.
Apply to
SPANISH PROCURATION.
No. 14, Caine Road.
Hongkong, 10th May, 1888. [912

TO LET.

DESIRABLE COAL GODOWNS, 23, Praya East.
FROM 1st MAY, 1888.
Apply to
LINSTEAD & DAVIS.
Hongkong, 12th April, 1888. [734

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [44

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.
Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1246

TO BE LET.

A DELIGHTFULLY SITUATED and WELL FURNISHED HOUSE.
A PORTION of "BEACONSFIELD ARCADE."
"BREEZY POINT," Immediate Possession.
"BISNEE VILLA," POKFULUM.
GODOWNS at BOWRINGTON.
Apply to
SHARP & Co.,
Marine House.
Hongkong, 9th June, 1888. [330

TO BE LET.

A SMALL EUROPEAN HOUSE at Wanchai and GODOWNS 50D and 51 and 52, PRAYA EAST.
Apply to
LINSTEAD & DAVIS.
Hongkong, 1st June, 1888. [1048

HONGKONG STEAM LAUNDRY COMPANY (LIMITED).

TO BE LET.

THE WESTERN PORTION of the above Company's HOUSE, situated on BOWRINGTON CANAL.
Apply to
A. O'D. GOURDIN,
Manager.
Hongkong, 7th July, 1888. [1285

TO BE LET,
FURNISHED OR UNFURNISHED.

A FOUR ROOMED HOUSE
OR
A SIX ROOMED HOUSE
IN RICHMOND TERRACE.

Both Houses have convenient OUT-OFFICES and good SERVANTS' QUARTERS.

The Terrace has for some months past been one of the healthiest places of residence in the Colony.

The Houses are comfortable and cool in summer.

Apply to
MR. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 3rd July, 1888. [235

CUTLER, PALMER & Co
ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.
Are represented in China by
Messrs. JARDINE, MATHESON & Co. ....*
" SIEMSSEN & Co. ....*
" LANE, CRAWFORD & Co. & by ....*
" H. E. REYNELL & Co. in Japan ....*
Subjoined are some of the items consigned by the above Shippers
SPIRITS,
COGNAC—The popular "4 Star" quality and best.—No better shipped.
COGNAC—The well-known "2 Star" quality.
SCOTCH WHISKY,
The "CARLTON"—11 years old.
The "Heart Shaped Bottle."
The "Square Bottle."
Are C. P. & Co.'s selected Whiskies of perfect quality, each is well matured and free from Fusel oil.
The "GLENLIVET" in round bottles is popular and good.
IRISH WHISKY,
Only one quality consigned, the best.
PORT—"INVALIDS."
Invalids in particular are recommended to select this Wine, it is really an INVALID'S PORT.
SHERRY,
For Connoisseurs the following have their own distinctive merits—
The "INVALIDS" pale, delicate, fine flavor.
"AMOROSO," a Stouter Wine, very popular.
"MANZANILLA," a clean dry appetising Wine.
"SHERRY—WHITE SEAL," a special favorite in China.
CLARET,
Perfectly pure Bordeaux, not loaded to please vitiated palates.
MOUTON .....in quarts and pints.
LAROSE .....in quarts and pints.
ST. ESTEPHE .....in quarts and pints.
MARGAUX-MEDOC in quarts and pints.
LIQUEUR,
Bénédictine from the Monastery.
C. P. & Co. are the Sole Consignors of this world wide known Liqueur.
For Prices apply to either of the above Firms marked * [905

THE TOURIST'S GUIDE
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
The *Daily Press* Office.

ESTABLISHED IN 1852.
L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.
N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama-Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.
The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 6th August, 1885. [31

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

FOR SALE.

FOR SALE.

CHAMPAGNE "MONOPOLE,"
—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1245

FOR SALE.

FREDK. GIESLER & Co.'s CHAMPAGNE.

QUARTS .....$23 per Case of 1 Dozen.
PINTS .....$25 per Case of 2 Dozen.
GILMAN & Co.
Hongkong, 31st May, 1888. [1034

FOR SALE BY PRIVATE CONTRACT.

A HANDSOME AMERICAN MANUAL AND PEDAL BASS ORGAN,
ALMOST NEW.

DIMENSIONS.—Length, 4 feet 11 inches; height, 5 feet 2 inches; width, 2 feet 4 inches. In Walnut case, carved and polished.

The instrument has Six Octaves of Keys, C. Scale, Six Sets of Reeds, Fifteen Stops, viz., Diapason, Melodia, Viola, Dulcet, Principal, Celeste, Flute D'Amour, Cello, Cremona, Flugle Horn, Forte, Vox Humana, Octave Coupler, Bourdon Pedal, Manual to Pedals, Grand Organ, Foot Pedal, Swell Foot Pedal, Foot Blow Pedals, Blow Handle, Pedals—1 Set 30 Notes Pedal Reeds, 16 feet Pitch.

Can be seen at the Office of the *Daily Press* any morning between the hours of 10 A.M. and NOON.

Hongkong, 6th April, 1888. [698

FOR SALE.

AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT.
CLARETS. CHAMPAGNE.
HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, PIANOS, COOKING STOVES, and TRICYCLES.
SCALES, BICYCLES.
PAINTS, OILS, VARNISH.
PIANOS.
"SINGER" SEWING MACHINES.
SODA WATER MACHINERY, GAS ENGINES, VELOCIPEDE HORSES, EMPIRE LUBRICATORS, ICE MAKING MACHINES, BICYCLE WHEELS FOR JINRICKSHAS.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 1st January, 1888. [32

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22.....per case of 1 dozen quarts.
$23.....per case of 2 dozen pints.
PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.
$25.....per case of 1 dozen quarts
CLARET, CHATEAU LAROSE.
$13.....per case of 1 dozen quarts.
$14.....per case of 2 dozen pints.
PONTET CANET.
$9.50.....per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50.....per case of 1 dozen quarts.
$8.50.....per case of 2 dozen pints.
LORMONT.
$5.....per case of 1 dozen quarts.
JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8.....per case of 1 dozen bottles.
ALSO.
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [21

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRÜBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
DAILY PRESS" OFFICE, WYNDHAM ST

NOW READY.

ANGLO-CHINESE CALENDAR, 1888
FOR THE DESK,
IN RED AND BLACK.

IN RED IMITATION MOROCCO CASE.
PRICE ONE DOLLAR.

KELLY & WALSH, W. BEEWER, LANE, CRAWFORD & Co.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AUSTIN FRIARS, Brit. str., Geo. Brooker.—Borneo Co., Limited.
CICERO, Brit. str., George.—Arnhold, Karberg & Co.
GUTHRIE, Brit. str., H. Craig.—Russell & Co.
HEINRICH, Ger. bk., Bannau.—Arnhold, Karberg & Co.
HYDRA, Ger. bk., Christensen.—Arnhold, Karberg & Co.
METAPEDIA, Brit. str., Purvis.—Mitsui Bussan Kaishia.
PEKING, Ger. str., Heuermann.—Siemssen & Co.
PROPONTIS, Brit. str., Wm. Tarrand.—Arnhold, Karberg & Co.
VELOCITY, Brit. bk., R. Martin.—Pustau & Co.
WANDERING JEW, Amr. ship, D. C. Nichols.—Pustau & Co.
WYVERN, Brit. str., Brotherton.—Chinese.

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			HONGKONG. STEAMERS.			
Afghan	July 3	Geo. Roy	Brit. str	1439	Gibb, Livingston & Co	Australia
Albany	July 9	Ed. Porter	Brit. str	1489	Adamson, Bell & Co	
Anton	July 10	E. Aereboe	Ger. str	396	Wieler & Co	
Austin Friars	July 7	Geo. Brooker	Brit. str	936	Borneo Co., Limited	
Bisagno	July 11	Tagnasco	Ital. str	1496	Carlowitz & Co	Bombay
Cambodia	July 9	Wildgoose	Brit. str	1968	Russell & Co	
Cer'thenshire	July 10	Dreyer	Brit. str	1779	Jardine, Matheson & Co	Yokohama
Changsha	July 3	Williams	Brit. str	1483	Butterfield & Swire	
Cicero	July 9	George	Brit. str	1060	Adamson, Bell & Co	
City of Sydney	Jan. 16	D. E. Friele	Amr. str	3016	P. M. S. S. Co	S. Francisco
Clara	July 8	Christensen	Ger. str	667	Siemssen & Co	
Danube	July 9	Phillips	Brit. str	561	A. R. Marty	
Devawongse	July 3	P. H. Loff	Brit. str	1057	Yuen Fat Hong	
Diamanto	July 9	McCaslin	Brit. str	514	Russell & Co	Manila
Diomed	July 11	W. B. Bigley	Brit. str	1470	Butterfield & Swire	Shanghai
Fatshan	June 15	W. E. Clarke	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Flintshire	July 11	Habecost	Brit. str	1017	Captain	
Fokien	July 11	J. Lewis	Brit. str	508	Douglas Lapraik & Co	Tamsui
Formosa	July 10	Hall	Brit. str	687	Douglas Lapraik & Co	
Freja	July 11	Lund	Den. str	419	Arnhold, Karberg & Co	
Gen. Werder	July 3	Schuckmann	Ger. str	1820	Melchers & Co	Yokohama
Glencoe	July 10	Macknlay	Brit. str	1901	Jardine, Matheson & Co	London
Guthrie	July 6	H. Craig	Brit. str	2500	Russell & Co	Australia
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	G. B. Lefavou	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Ulysses	Sept. 15	Roura	Fr. str	779	Bun Hin & Co	For sale
Independent	July 10	Schaefer	Ger. str	871	Wieler & Co	
Japan	Jun. 25	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Khiva	July 10	Ed. Crewe	Brit. str	1452	P. & O. S. N. Co	Bombay
Kiukiang	—	S. W. Goggin	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiung-chow	—	E. Caine	Brit. str	288	H. C. & M. Steamboat Co	
Metapedia	July 9	Purvis	Brit. str	1453	M. B. Kaishia	
Pasig	—	—	Brit. str	284	Chinese	Canton
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Preussen	July 11	C. Pohle	Ger. str	2879	Melchers & Co	Shanghai
Propontis	July 7	Tarrand	Brit. str	1387	Arnhold, Karberg & Co	
Recorder	April 20	Madge	Brit. str	676	E.E.A.&C.Telegraph Co	
Smit	June 30	Rohsak	Dut. str	821	Siemssen & Co	Saigon
Thales	July 8	Hunter	Brit. str	820	Douglas Lapraik & Co	Taiwanfoo
Thyra	July 7	Jacobsen	Ger. str	663	Siemssen & Co	
Visayas	July 11	J. Ajubita	Span. str	446	Ban Ho & Co	
Wingsang	July 8	Croix	Brit. str	1517	Jardine, Matheson & Co	Calcutta
Wyvern	July 7	Brotherton	Brit. str	1108	Chinese	
			SAILING VESSELS.			
Allie Rowe	June 5	Phillips	Hali. bg	—	Order	
Anna	June 1	Meinschiev	Ger. sch	347	Siemssen & Co	
Cuthona	June 19	Jas. Gifford	Brit. sch	201	Jardine, Matheson & Co	
Electra	June 20	F. L. Jones	Amr. bk	989	Russell & Co	S. Francisco
Ella Nicolas	June 11	Meisterfeld	Ger. bk	574	Melchers & Co	S. Francisco
Heinrich	May 20	F. H. Bannan	Ger. bk	923	Arnhold, Karberg & Co	Callao
Hydra	July 6	Christensen	Ger. bk	786	Arnhold, Karberg & Co	
John Nicholson	July 8	W. Quine	Brit. bk	685	Melchers & Co	
Norden	June 30	L. A. Jensen	Nor. sch	236	Gilman & Co	
Sachem	June 29	Barlett	Amr. sh	1311	P. & O. S. N. Co	
Senta	Jan. 26	Tiemann	Ger. bk	1037	Melchers & Co	London
Spinaway	June 23	Garrick	Brit. sch	325	Siemssen & Co	
Sta. Filomena	Jun. 12	Mendiburen	Span. sch	448	Chinese	
Tarapaca	June 11	Kennett	Brit. bk	494	Gibb, Livingston & Co	
Tetuan	Mar. 31	Roper	Ger. bk	438	Chinese	
Velocity	May 5	R. Martin	Brit. bk	491	Gonsalves & Co	Honolulu
Wander. Jew	July 11	Nichols	Amr. sh	1050	Pustau & Co	
Young Siam	June 17	G. Hook	Siam. bk	789	Chinese	

SHIPPING IN CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			MACAO.			
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	
Recorder	May 25	J. H. Dutton	Brit. str	—	Order	
White Cloud	—	W. J. Risby	Brit. str	652	H. C. & M. Steamboat Co	Canton
			WHAMPOA.			
E. J. Spence	June 14	J. H. Gill	Brit. bk	519	Russell & Co	S. Francisco
Fooksang	July 7	S. Wilde	Brit. str	991	Jardine, Matheson & Co	
Fu-yew	July 9	Graham	Chi. str	936	C. M. S. N. Co	
Haiphong	July 9	Harris	Brit. str	1122	Douglas Lapraik & Co	
Hever	July 11	Dethlefsen	Ger. str	388	Siemssen & Co	
Kwang-lee	July 8	Lowe	Chi. str	1506	C. M. S. N. Co	
Kutsang	July 10	Siessar	Brit. str	1495	Jardine, Matheson & Co	
Peking	July 11	Heuermann	Ger. str	956	Siemssen & Co	
Teresa	Oct. 19	V. Venero	Span. bk	567	Order	
			CANTON.			
Ch'ron Kamry	—	Krag	Siam. bk	419	Chinese	
Colombo	June 16	Griff	Chi. bk	686	Order	
Diamond City	July 10	F. Sass	Siam. bk	261	Yuen Fat Hong	
Falcon	—	Jorgenson	Siam. bk	355	Chinese	
Nardoo	Oct. 31	J. Campbell	Brit. bk	376	Chinese	
Rapid	June 11	Stembring	Siam. bk	429	Chinese	
			SWATOW. IN PORT ON 17TH JUNE, 1888. STEAMERS.			
China		Uldentup	Ger. str	648	Melchers & Co	
Chi-yuen		Null	Chi. str	1347	C. M. S. N. Co	
Leesang		Sawer	Brit. str	1082	Jardine, Matheson & Co	
Melita		H. Morck	Ger. str	389	Captain	
			AMOY. IN PORT ON 4TH JULY, 1888.			
Fidelio	June 13	H. Brock	Ger. str	852	Passdag & Co	
Namkiang	July 3	McKechnie	Brit. str	999	Chinese	
Whampoa	June 30	G. Fawcett	Brit. str	1109	Boyd & Co	
			FOOCHOW. IN PORT ON 7TH JULY, 1888. STEAMERS.			
Angers	July 1	Pinkham	Brit. str	2077	Adamson, Bell & Co	
Fee-chea	July 1	Piper	Chi. str	640	Chinese Telegraph Co	
Glencoe	July 3	Macklinlay	Brit. str	1901	Jardine, Matheson & Co	
Hideyoshi M.	July 1	Will	Jap. str	466	Order	
Taku	July 1	Wood	Brit. str	608	Jardine, Matheson & Co	
			SAILING VESSELS.			
Charley	July 3	Gehrk	Brit. bk	359	Chinese	
Direct. Barrow	June 29	Holm	Ger. sch	324	Master	
Galveston	June 30	Hunket	Brit. bk	619	Master	
			SHANGHAI. IN PORT OF 4TH JULY, 1888. STEAMERS (EXCLUSIVE OF RIVER CRAFT)			
Ching-wo	July 3	Machugh	Brit. str	1506	W. A. Gulland	
El Dorado	July 4	Payne	Brit. str	900	Jardine, Matheson & Co	
Glenfruin	July 2	Norman	Brit. str	1936	Jardine, Matheson & Co	
Hangchow	July 3	Glasson	Brit. str	699	Butterfield & Swire	
Kutsang	July 3	Siessar	Brit. str	1495	Jardine, Matheson & Co	
M'monthshire	June 27	Guming	Brit. str	1891	Adamson, Bell & Co	
Orestes	July 1	Hutchinson	Brit. str	2323	Butterfield & Swire	
Pekin	June 29	Batten	Brit. str	2217	Butterfield & Swire	
Peking	July 4	Heuermann	Ger. str	954	Siemssen & Co	
Sachalien	June 29	Homery	Fr. str	2544	Messageries Maritimes	
Store Nordisk	June 8	Swenson	Dan. str	595	G. N. Telegraph Co	
Tsinan	June 26	Allison	Brit. str	1459	Butterfield & Swire	
Yokohama M.	July 3	Swain	Jap. str	1298	Nippon Yusen Kaishia	
			SAILING VESSELS.			
C. C. Chapman	June 10	Hichborn	Amr. sh	1570	Pustau & Co	
Ines Rohl	June 22	Anderson	Dan. bg	248	Melchers & Co	
Kelverdale	June 30	Grady	Brit. bk	1191	C. & J. Trading Co	
Primus	June 19	Heine	Rus. sh	114	W. Meyerink & Co	
			TIENTSIN. IN PORT ON 30TH JUNE, 1888. STEAMERS.			
El Dorado	June 30	Payne	Brit. str	866	E. Cousins	
			SAILING VESSELS.			
Else	June 27	Schwartz	Ger. bg	287	Chinese	
George	May 15	Townsend	Brit. bk	895	S. E. Williams	

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date.)

Clan Macfarlane	Middlesbrough	Mar. 30
Comet	Penarth	April 3
Granite State	New York	April 8
Adolph	Hamburg	April 19
Pallas	Middlesb' via L'pool	May 15
Wakefield	New York	May 15
Wordsworth (s.)	Hamburg	May 16
Gem (s.)	London	May 18
Iton	London	May 18
John M'Leod	Hamburg	May 19
Anchises (s.)	London	May 24
Sarpedon (s.)	Glasgow	May 26
Duke of West'ter (s.)	Glasgow	May 29
Car'thenshire (s.)	London	May 29
Glencarn (s.)	London	May 30

VESSELS EXPECTED AT HONGKONG.
(Continued.)

Khedive (s.)	London	May 30
Hampshire (s.)	Liverpool	May 30

VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.
(Per last Mail's Advice.)

Telemachus (s.)	Shanghai, &c.	May 25
Patroclus (s.)	Shanghai, &c.	May 25
Honanwar	Yokohama	May 25
Poseidon (s.)	Hongkong	May 26
Electra (s.)	Yokohama, &c.	May 27
Blackadder	Hongkong	May 28
Mary L. Cushing	Hongkong	May 29
Penobscot	Hongkong	May 30
Marrianne	Hongkong	May 30
Pacific	Manila	May 31

SHIPPING IN JAPANESE WATERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			NAGASAKI. IN PORT ON 22ND JUNE, 1888. STEAMERS.			
Gleneagles	June 24	Park	Brit. str	1818	C. F. Hooper	
Hideyoshi M.	June 23	Stout	Jap. str	466	R. M. Kaishia	
Ingo	June 26	Jesselsen	Ger. str	672	Takasima Colliery	
Merionethshire	June 26	R. Dowling	Brit. str	1245	Holme, Ringer & Co	
Teh Hung	Oct. 25	—	Amr. str	71	G. W. Lake & Co	For sale
			SAILING VESSELS.			
Kosaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	
			KOBE. IN PORT ON 26TH JUNE, 1888. STEAMERS.			
Anshir-maru	May 17	Gallichan	Brit. str	181	R. E. Reynell & Co	
Bellona	June 22	Hue loon	Ger. str	2032	Simon, Evers & Co	
Ching-wo	June 24	Machugh	Brit. str	1556	W. M. Strachan & Co	
Devonshire	June 11	A. Purvis	Brit. str	1486	Samuel, Samuel & Co	
Malwa	June 25	Creery	Brit. str	1707	P. & O. S. N. Co	
Omi-maru	June 2	Burdis	Jap. str	1525	Nippon Yusen Kaishia	
Saghalien	June 25	Homery	Fr. str	2580	Messageries Maritimes	
			SAILING VESSEL.			
rato	June 18	Wm. Green	Brit. sh	1192	R. Isaacs & Co	
Henry Villard	May 27	Perkins	Amr. sh		C. & J. Trading Co	
Thomas Perry	June 12	Curtis	Amr. sh	1931	C. & J. Trading Co	
W. Le Lacheur	June 6	Grant	Brit. bk	119	Paul Heinemann & Co	
		Brothers	Brit. bk	575	Langfeldt & Mayers	
			YOKOHAMA. IN PORT ON 2ND JULY, 1888. STEAMERS.			
Anadyr	June 20	Delacroix	Fr. str	2489	Messageries Maritimes	
Benlawers	June 21	Webster	Brit. str	1513	M. Heimann & Co	
Cassandra	June 29	Thomsen	Ger. str	1099	Simon, Evers & Co	
City of Sydney	July 2	Friele	Amr. str	3016	P. M. Co	
Denbighshire	June 20	Rickard	Brit. str	1663	Adamson, Bell & Co	
Glenesgles	June 30	Park	Brit. str	1837	Jardine, Matheson & Co	
Lennox	July 2	John Thearle	Brit. str	1327	Adamson, Bell & Co	
Meiji-maru	June 23	Allen	Jap. str	1627	Lighthouse Department	
Monarch	June 19	Thompson	Brit. str	1221	Jardine, Matheson & Co	
Nestius	June 6	Kayll	Brit. str	1554	Samuel Samuel & Co	
Weardale	June 15	R. Bricknell	Brit. str	1158	Carles & Co	
Yamashiro M.	July 2	Young	Jap. str	2490	Nippon Yusen Kaishia	
			SAILING VESSELS.			
Africa	June 14	Buchanan	Brit. bk	1131	Smith, Baker & Co	
Esmeralda	June 17	Williams	Brit. sch	130	Master	
Lady Harewood	June 19	Williams	Brit. bk	456